

Agenda

Dorset County Council



Meeting: Cabinet

Time: 10.00 am

Date: 28 June 2017

Venue: Committee Room 1, County Hall, Colliton Park, Dorchester, Dorset, DT1 1XJ

Rebecca Knox (Chairman)
Tony Ferrari

Steve Butler
Jill Haynes

Deborah Croney
Daryl Turner

Notes:

- The reports with this agenda are available at www.dorsetforyou.com/countycommittees then click on the link "minutes, agendas and reports". Reports are normally available on this website within two working days of the agenda being sent out.

- We can provide this agenda and the reports as audio tape, CD, large print, Braille, or alternative languages on request.

- **Public Participation**

Guidance on public participation at County Council meetings is available on request or at <http://www.dorsetforyou.com/374629>.

Public Speaking

Members of the public can ask questions and make statements at the meeting. The closing date for us to receive questions is 10.00am on 23 June 2017, and statements by midday the day before the meeting.

Debbie Ward
Chief Executive

Contact: Lee Gallagher
County Hall, Dorchester, DT1 1XJ
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Date of Publication:
Tuesday, 20 June 2017

1. **Apologies for Absence**

To receive any apologies for absence.

2. **Code of Conduct**

Councillors are required to comply with the requirements of the Localism Act 2011 regarding disclosable pecuniary interests.

- Check if there is an item of business on this agenda in which the member or other relevant person has a disclosable pecuniary interest.
- Check that the interest has been notified to the Monitoring Officer (in writing) and entered in the Register (if not this must be done on the form available from the clerk within 28 days).
- Disclose the interest at the meeting (in accordance with the County Council's Code of Conduct) and in the absence of a dispensation to speak and/or vote, withdraw from any consideration of the item.

The Register of Interests is available on Dorsetforyou.com and the list of disclosable pecuniary interests is set out on the reverse of the form.

3. **Minutes**

5 - 12

To confirm and sign the minutes of the meeting held on 7 June 2017.

4. **Public Participation**

- a) Public Speaking
- b) Petitions

5. **Cabinet Forward Plan**

13 - 20

To receive the Cabinet Forward Plan.

6. **Panels and Boards**

To receive the minutes of the following meetings:

- a) **Dorset Waste Partnership Joint Committee - 12 June 2017** 21 - 26

7. **Corporate Plan - Draft Refresh 2017-18 and Outcomes Focused Monitoring Report, May 2017**

27 - 48

To consider a report by the Leader of the Council.

8. **Medium Term Financial Plan (MTFP) update**

49 - 74

To consider a report by the Cabinet Member for Community and Resources.

9. **Recommendations from Committees**

To consider the following recommendations:

- a) **Dorchester Transport and Environment Plan (DTEP) - Proposed waiting restrictions in High West Street/ High East Street, Dorchester** 75 - 86

To consider a recommendation from the Regulatory Committee meeting held on 1 June 2017.

- b) **Proposed Prohibition and Restriction of Waiting - Various Roads, Wimborne** 87 - 98

To consider a recommendation from the Regulatory Committee meeting held on 1 June 2017.

- c) **Proposed Toucan Crossing - East Road, Bridport** 99 - 112

To consider a recommendation from the Regulatory Committee meeting held on 1 June 2017.

10. **Questions from County Councillors**

To answer any questions received in writing by the Chief Executive by not later than 10.00am on 23 June 2017.

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Cabinet

Minutes of a meeting held at County Hall, Colliton Park, Dorchester,
Dorset, DT1 1XJ on Wednesday, 7 June 2017.

Present:

Rebecca Knox	Leader of the Council
Jill Haynes	Acting Deputy Leader and Cabinet Member for Health and Care
Steve Butler	Cabinet Member for Safeguarding
Deborah Croney	Cabinet Member for Economy, Education, Learning and Skills
Toni Ferrari	Cabinet Member for Community and Resources
Daryl Turner	Cabinet Member for Natural and Built Environment

Members Attending:

Ray Bryan, County Councillor for Moors
 Graham Carr-Jones, County Councillor for Stalbridge and the Beacon
 Hilary Cox, County Councillor for Winterborne, as Chairman of the County Council
 Keith Day, County Councillor for Bridport
 Jean Dunseith, County Councillor for Chickerell and Chesil Bank
 Katharine Garcia, County Councillor for Portland Tophill
 David Harris, County Councillor for Westham
 Nick Ireland, County Councillor for Linden Lea
 Andrew Parry, County Councillor for Ferndown, as Vice-Chairman of the County Council
 Byron Quayle, County Councillor for Blandford Forum
 David Shortell, County Councillor for Moors
 David Walsh, County Councillor for Gillingham
 Kate Wheller, County Councillor for Portland Harbour

Officers Attending:

Debbie Ward (Chief Executive), Richard Bates (Chief Financial Officer), Mike Harries (Corporate Director for Environment and Economy), Jonathan Mair (Head of Organisational Development - Monitoring Officer), David Phillips (Director of Public Health), Sara Tough (Corporate Director for Children's, Adults and Community Services) and Lee Gallagher (Democratic Services Manager).

For certain items, as appropriate:

Peter Moore (Service Director - Environment), Matthew Piles (Service Director - Economy) and Mark Taylor (Group Manager - Governance and Assurance).

- (Notes:(1) In accordance with Rule 16(b) of the Overview and Scrutiny Procedure Rules the decisions set out in these minutes will come into force and may then be implemented on the expiry of five working days after the publication date.
 Publication Date: **Tuesday, 13 June 2017.**
- (2) These minutes have been prepared by officers as a record of the meeting and of any decisions reached. They are to be considered and confirmed at the next meeting of the Cabinet to be held on **Wednesday, 28 June 2017.**)

Apologies for Absence

60 No apologies for absence were received from members.

Code of Conduct

61 There were no declarations by members of disclosable pecuniary interests under the Code of Conduct.

An interest was declared by Mike Harries (Director for Environment and Economy) in relation to minute 70b – Dorchester Transport and Environment Plan (DTEP) – Proposed Access Only Order in Victoria Road, Dorchester, as he lived near the site of the Order. He left the room during consideration of the item.

Minutes

62 The minutes of the meeting held on 5 April 2017 were confirmed and signed.

Public Participation

63 Public Speaking

There were no public questions received at the meeting in accordance with Standing Order 21(1).

There were no public statements received at the meeting in accordance with Standing Order 21(2).

Petitions

There were no petitions received at the meeting in accordance with the County Council's Petition Scheme.

Cabinet Forward Plan

64 The Cabinet considered the draft Forward Plan, which identified key decisions to be taken by the Cabinet on or after the next meeting. It was recognised that the Plan would be populated with more items following the recent County Council Elections. Cllr Knox also indicated that the format of the Plan would be reviewed outside of the meeting to reflect the results of decisions.

Resolved

1. That the contents of the Forward Plan be noted.
2. That a review of the format of the Forward Plan be undertaken.

Panels and Boards

65 The Cabinet received the following minutes:

Dorset Waste Partnership Joint Committee - 23 March 2017

65a **Noted**

Quarterly Asset Management Report

66 The Cabinet considered a report by the Cabinet Member for Natural and Built Environment, and the Cabinet Member for Communities and Resources on the key issues relating to the various asset classes of Property, Highways, ICT, Fleet and Waste.

Cllr Turner provided a detailed overview of the proposals within the report and specific reference was made to a number of areas, as outlined below.

Disposal of Monkton Park and Proposed Sale and Leaseback to Dorset Development Partnership

With regard to the proposal on the future of the office space and the Dorchester Learning Centre at Monkton Park in Dorchester, Cllr Nick Ireland addressed the Cabinet as the local member to indicate that no consultation had taken place with the local member in addition to consultation with the local parish council. It was confirmed that members for Dorchester had been consulted, but not the local member for Linden Lea, for which the Director for Environment and Economy apologised.

A number of concerns were expressed by the Cabinet about the potential future use of the site and whether this should be 'disposed of' or 'declared surplus' with more work being completed on future options in accordance with 'One Public Estate'

principles. The Director for Environment and Economy confirmed that no other purpose had been identified through consultation with public sector partners. Comments were also received in relation to the way the Council used the Dorset Development Partnership. The Chief Financial Officer described the financial implications of a delay in decision making regarding the generation of a capital receipt and ongoing revenue costs (approx. £90k per annum), but also highlighted that identification of a suitable alternative could create greater savings for the Council in the longer term.

Following detailed discussions, it was felt that the whole site including the Dorchester Learning Centre (the old Rectory), subject to relocation, should be declared surplus and for a report to be submitted to the Cabinet in September 2017 on the options available. In doing so it was recognised that the short-term revenue saving would not be achieved.

Disposal of Former Brackenbury School, Three Yards Close, Portland

In relation to the proposed disposal Cllr Kate Wheller, as the local member, asked if the site could be considered for accelerated housing and for Weymouth and Portland Borough Council to be consulted at the point of disposal. It was confirmed that officers would consult as requested with the Borough Council.

Riffs Youth Club, Mountbatten Drive, Ferndown – Transfer to the Town Council

Cllr Andrew Parry, as a local member for Ferndown, highlighted the significant community support for Ferndown Town Council to take on the Riffs Youth Centre, and indicated that he and Cllr Steven Lugg as the local members supported the proposal and would make themselves available to help in anyway with the arrangements.

Site of former St. Martins Care Home and Adult Education Building, Queen Street, Gillingham

Cllr David Walsh, as the local member for Gillingham, supported the disposal of the former St Martins Care Home to be used for an extra care scheme. Members also thanked the officers involved, and in particular Derek Hardy for bringing the scheme to fruition.

Special School Capacity – Invest to Save bid for Capital

In relation to the creation of additional pupil places at Yewstock and Mountjoy special schools, members welcomed the proposal and the Corporate Director for Children, Adults and Community Services confirmed that conversations were underway with families regarding relocation, but additionally these places would address increasing demand on places and avoid the cost of out of county placements. It was also confirmed that if the cost of the works was less than planned the ‘surplus’ capital funds would be retained by the Council, and the project would be monitored by the Modernising Schools Project Board.

Corporate Vehicle Bodywork Repair contract

In relation to Fleet Asset Management, Cllr Haynes asked that consideration be given to opening the framework for the vehicle body repair service to further public sector partners before committing to the arrangement.

Resolved

1. That the whole Monkton Park site be declared surplus, subject to the relocation of the Learning Centre, on terms to be agreed by the Corporate Director for Environment and Economy after consultation with the relevant portfolio holder (Para 3.1.5 in the Cabinet Members’ report), and that a report be submitted to the Cabinet in September 2017 on the options for the future of the site.
2. That the disposal of the Brackenbury Infant School site, Portland on terms to be agreed by the Corporate Director for Environment and Economy (Para 3.3.3 in the Cabinet Members’ report) be approved.

3. That the use of the County Council's general powers of competence to gift the Riffs Building at Mountbatten Drive, Ferndown to the Ferndown Town Council on a long leasehold interest at a peppercorn rent and otherwise on terms to be approved by the Corporate Director for Environment and Economy (Para 3.4.2 in the Cabinet Members' report) be approved.
4. That the use of the County Council's general powers of competence to dispose of the whole site situated at Queen Street, Gillingham to Magna Housing at an undervalue of £500,000 and otherwise on terms to be agreed by the Corporate Director for Environment and Economy (Para 3.5.5 in the Cabinet Members' report) be approved.
5. That the allocation of £550,000 of capital to create extra places at Mountjoy and Yewstock Special Schools (Para 3.6.3 in the Cabinet Members' report) be approved.
6. That the virement of the £150,000 County Council contribution from Chapel Gate Roundabout scheme to Parley Cross Junction improvements schemes (Para 4.1.3 in the Cabinet Members' report) be approved.
7. That the procurement of a new Framework for a Corporate Vehicle Bodywork Repair Service (Para 6.1.4 in the Cabinet Members' report) be approved.
8. That the overall revised estimates and cash flows for projects as summarised and detailed in Appendix 1 (Para 8.2.2 in the Cabinet Members' report) be approved.
9. That the ongoing discussions in respect of Bovington Park (Para 3.2 in the Cabinet Members' report) be noted.

Reason for Decisions

A well-managed Council would ensure that the best use was made of its assets in terms of optimising service benefit, minimising environmental impact and maximising financial return.

Update on Prevention at Scale

67 The Cabinet considered a report by the Leader of the Council and the Cabinet Member for Community and Resources on Prevention at Scale in Dorset.

Cllr Knox, as the continuing lead member for Health and Wellbeing, provided an overview of Prevention at Scale (PAS) as a crucial priority for the Council, health, and other partners to deliver the objectives of the Clinical Commissioning Group's Sustainability and Transformation Plan. The Director for Public Health also highlighted the opportunity for public sector partners to work together to avoid expensive outcomes and for the integration of social care at all ages. It was recognised that there was a need for strong political commitment and for the plan to be driven from the local level, with councillors acting as a stimulus to bring communities into the process.

A comment was received in relation to the inclusion of mental health as part of PAS. It was confirmed that mental health was a key part of PAS, that it was intertwined with physical health, and that many aspects crossed over both areas.

Cllr Cox asked if it was possible to provide local members with information that affected their electoral divisions at a local level. It was acknowledged that the report outlined the design phase of PAS and engagement with local members would be welcomed in terms of driving the implementation plans forward. Communications and engagement strategies were also being developed.

Resolved

That the update on prevention at scale be noted, and the ongoing work to ensure the County Council's transformation programme Forward Together wherever possible be supported, together with the aims and objectives of Prevention at Scale.

Reason for Decision

Transformation of health and care services in Dorset would not be achieved without

close collaboration between the NHS and Councils locally. Councils were an important partner in the Prevention at Scale programme of the Sustainability and Transformation Plan, because of their role in influencing many of the most effective drivers of future health and wellbeing (housing, education, environment, economic growth).

Western Dorset Growth Strategy Action Plan

68 The Cabinet considered a report by the Cabinet Member for Economy, Education, Learning and Skills, and the Cabinet Member for Natural and Built Environment on the Western Dorset Growth Strategy action plan to deliver the aspirations and priorities of the Strategy. A diagram of the strategy was circulated prior to the meeting.

Cllr Deborah Croney introduced the report in detail, and provided an overview of the Strategy for West Dorset as a significant economic contributor. The enormous potential of the five year Action Plan was also explained through a sound evidence base, but it was noted that due to the scale there would be a need to prioritise actions within the Plan. In particular, she expressed a wish for a Key Workers Policy (T2.1 in the Action Plan) to be delivered as soon as possible. To show partners how serious the Council was in wishing the Action Plan to succeed, Cllr Croney proposed a third recommendation as follows:

'That Members and officers on the WDGS Members Board consider and clarify effective working roles and responsibilities to effectively deliver the ambitious growth strategy for western Dorset, including better engagement with wider membership.'

The Cabinet welcomed the additional recommendation, recognised the need for engagement with local councillors, and the opportunity for the Shared Services Joint Committee (led by the Dorset Councils Partnership) to act as a vehicle to shape decisions by the respective councils, subject to specific delegations at a future date.

A statement from Cllr Clare Sutton was received at the meeting (and attached as an annexure to these minutes), and it was noted that the issues raised were within the wider strategic areas being addressed. It was further noted that Cllr Sutton would be provided with further information at a meeting with officers and other Weymouth and Portland County Councillors shortly.

Cllr David Harris, addressed the Cabinet as the local member for Westham, to highlight that the plan needed to be flexible and updated following engagement with local members as there had been no engagement so far. It was confirmed that consultations would take place shortly and the Action Plan would be updated accordingly.

As the local member for Chickerell and Chesil Bank, Cllr Jean Dunseith raised concerns regarding Superfast Broadband and the need for residents to have access as a priority. It was noted that Cllr Daryl Turner, as the responsible portfolio holder, would consider the local issue outside of the meeting.

Cllr Kathy Garcia, as the local member for Portland Tophill, encouraged the Cabinet to improve access for Portland on and off island which would then improve residents' prospects and quality of life. Cllr Deborah Croney confirmed that this would be considered as part of the prioritisation process of the Action Plan.

Cllr Knox welcomed recent news about Enterprise Advisors who were working with schools to provide linkages with employers, and it was agreed that a message would be sent out to all councillors to share the information and how best elected members could support this work.

Resolved

1. That the Western Dorset Growth Strategy Action Plan be approved as the basis for delivery of the Strategy for the next five years.
2. That progress on the action plan be reported to the Western Dorset Growth Strategy Member Board.
3. That Members and officers on the WDGS Members Board consider and clarify effective working roles and responsibilities to effectively deliver the ambitious growth strategy for western Dorset, including better engagement with a wider membership.

Reason for Decisions

Successful delivery of the Western Dorset Growth Strategy would make a significant contribution to the economic growth of Dorset, providing high quality and skilled jobs, housing and essential infrastructure. Thereby contributing to each of the four corporate priorities.

Recommendations from Committees

69 The Cabinet considered the following recommendations from committees.

Recommendation - Draft Annual Governance Statement 2016/17

69a The Cabinet considered the recommendation by the Audit and Governance Committee which provided an overview of the Council's governance arrangements. A request was made for an assurance report to be presented to the Cabinet in July 2017 to ensure oversight of the Council's risk management arrangements, and in particular the quality and use of data in areas of risk, performance and finance.

It was also clarified that the report would be shared with the Audit and Governance Committee as the body responsible for monitoring of governance and risk across the Council. Cllr David Harris, as the Chairman of the Audit and Governance Committee, also indicated that he would raise the need to look at how the Council manages 'outcomes based' work at the Overview and Scrutiny Management Board on 13 July 2017.

In addition it was also asked that future reports, even where addressing more technical matters such as these, should be written in plain English.

Resolved

1. That the draft Annual Governance Statement for 2016/17 be approved.
2. That an assurance report be submitted to the Cabinet meeting on 19 July 2017.

Reason for Decision

Approval and publication of an Annual Governance Statement by the County Council was a statutory requirement and provided evidence that the County Council maintained high standards of governance and addressed significant shortcomings and risks.

Recommendation - Dorchester Transport and Environment Plan (DTEP) - Proposed Access Only Order in Victoria Road, Dorchester

69b (Note: Mike Harries (Corporate Director for Environment and Economy) left the room during consideration of the item as he lived near the site of the Order.

Resolved

That having considered the objection received, the proposed prohibition of access for Victoria Road, Dorchester be approved, as advertised.

Reason for Decision

The proposal was designed to deter inappropriate use of a quiet residential street by unsuitable through traffic.

Member Appointments to Outside Bodies and Other Bodies

70 The Cabinet considered a report by the Leader of the Council on the appointment of members to outside bodies and other bodies that are line with the Council's Plan and aims of the Council. The nominations of Group Leaders were tabled at the meeting.

Cllr Knox introduced the report and explained that the appointments document would be updated as necessary, including the addition of other bodies, in accordance with delegated authority to make appointments. She also encouraged councillors attending on behalf of the Council to report back on any bodies where there was no clear outcome being achieved, so that it could be considered whether other ways of working were more appropriate.

Resolved

1. That the appointment of councillors to the following bodies for the period up to the quadrennial elections of the County Council in May 2021 be approved (attached as an annexure to these minutes):
 - Partner and other organisations;
 - Panels, consultative bodies and project boards
2. That delegated authority be granted to the Leader of the Council after consultation with Group Leaders to make appointments to replace previous nominations and to fill vacancies where appropriate, for the period up to the quadrennial elections of the County Council in May 2021.

Reason for Decisions

To support the corporate aim: Working together for a strong and successful Dorset.

Questions from County Councillors

71 No questions received from County Councillors.

Exempt Business

72 **Resolved**

That in accordance with Section 100 A (4) of the Local Government Act 1972 to exclude the public from the meeting in relation to the business specified in minutes 73 and 74 as it was likely that if members of the public were present, there would be disclosure to them of exempt information as defined in paragraphs 2,3 and 4 of Part 1 of Schedule 12A to the Act and the public interest in withholding the information outweighs the public interest in disclosing the information to the public.

Dorset County Council Block Purchase Agreement with Care South and Care South's Membership of the Dorset County Pension Scheme

73 The Cabinet considered an exempt report by the Cabinet Member for Health and Care in relation to the Block Purchase Agreement ('BPA') with Care South and Care South's Membership of the Dorset County Pension Scheme.

Cllr Haynes welcomed the report which provided updated contract arrangements between the Council and Care South following negotiations, together with proposed changes to pension arrangements. The Chief Financial Officer provided a detailed overview of the impact and risk associated with the changes to the pension arrangements, and his support for the proposal.

The Cabinet recognised the moral duty on the Council in relation to the pension arrangements, to support the long term pension position for former staff.

Resolved

1. That the changes to the Block Purchase Agreement funding formula for all three homes be approved.
2. That the arrangements pertaining to Care South's cessation as a member of the Dorset LGPS be approved, and that Dorset County Council act as guarantor for future scheme liabilities.

Reason for Decisions

This would afford both clarity and sustainability of the current BPA for the term of the contract.

Jurassic Coast World Heritage Site Management transition agreements

74 The Cabinet considered an exempt report by the Cabinet Member for Natural and Built Environment on the progress of the technical transition of site management arrangements in relation to the Jurassic Coast World Heritage Site from the County Council to the Jurassic Coast Trust.

Officers were thanked for their efforts in achieving the transition agreement. It was also noted that ongoing help and support from the Council would continue for the Board of trustees of the Jurassic Coast Trust.

Resolved

1. That the approach to pension provision for transferring staff be agreed.
2. That the approach to addressing the cost of potential future redundancies be agreed.
3. That the transfer of the Jurassic Coast trademark to the Jurassic Coast Trust be agreed.
4. That the financial commitments in the proposed grant agreement be agreed.
5. That delegate authority be granted to the Service Director (Environment), following consultation with the Cabinet Member for Natural and Built Environment, to conclude details of the proposed Transfer Agreement and Grant Agreement in line with the principles set out in the Cabinet Member's report to take effect from 1 July 2017.

Reason for Decisions

To enable good World Heritage Site management and contribute to corporate plan outcomes particularly 'Prosperous' and 'Healthy'.

Meeting Duration: 10.00 am - 12.00 pm



**Cabinet Forward Plan
(Cabinet Meeting Date – 28 June 2017)**

Explanatory note: This work plan contains future items to be considered by the Cabinet. It will be published 28 days before the next meeting of the Cabinet.

This plan includes matters which the Leader has reason to believe will be the subject of a key decision to be taken by the Cabinet and items that are planned to be considered in a private part of the meeting. The plan shows the following details for key decisions:-

- (1) date on which decision will be made
- (2) matter for decision, whether in public or private (if private see the extract from the Local Government Act on the last page of this plan)
- (3) decision maker
- (4) consultees
- (5) means of consultation carried out
- (6) documents relied upon in making the decision

Any additional items added to the Forward Plan following publication of the Plan in accordance with section 5 of Part 2, 10 of Part 3, and Section 11 of Part 3 of The Local Authorities (Executive Arrangements) (Meetings and Access to information) (England) Regulations 2012 are detailed at the end of this document.

Definition of Key Decisions

Key decisions are defined in the County Council's Constitution as decisions of the Cabinet which are likely to -

- "(a) result in the County Council incurring expenditure which is, or the making of savings which are, significant having regard to the County Council's budget for the service or function to which the decision relates namely where the sum involved would exceed £500,000; or
- (b) to be significant in terms of its effects on communities living or working in an area comprising two or more electoral divisions in Dorset."

Membership of the Cabinet

Rebecca Knox	Leader of the Council
Jill Haynes	Acting Deputy Leader of the Council and Cabinet Member for Health and Care
Steve Butler	Cabinet Member for Safeguarding
Deborah Croney	Cabinet Member for Economy, Education, Learning and Skills
Toni Ferrari	Cabinet Member for Community and Resources
Daryl Turner	Cabinet Member for Natural and Built Environment

How to request access to details of documents, or make representations regarding a particular item

If you would like to request access to details of documents or to make representations about any matter in respect of which a decision is to be made, please contact the Democratic Services Manager, Corporate Resources Directorate, County Hall, Colliton Park, Dorchester, DT1 1XJ (Tel: (01305) 224191 or email: l.d.gallagher@dorsetcc.gov.uk).

Date of meeting (1)	Matter for Decision/ Consideration (2)	Decision Maker (3)	Consultees (4)	Means of Consultation (5)	Documents (6)	Lead Officer
28/06/17	Key Decision - No Open MTFP Update and Outturn for 2016/17	Cabinet Cabinet Member for Community and Resources (Tony Ferrari)	-	-	None	Richard Bates, Chief Financial Officer
28/06/17	Key Decision - No Open Corporate Performance Monitoring Report To consider and comment on performance against the budget and corporate plan.	Cabinet Cabinet Member for Community and Resources (Tony Ferrari)	-	-	None	John Alexander, Senior Assurance Manager - Performance
19/07/17	Key Decision - Yes Open Governance - The county council's approach to risk management	Cabinet Leader of the Council (Rebecca Knox)	-	-	Dorset County Council Risk Management Strategy & Policy	Mark Taylor, Group Manager - Governance and Assurance

19/07/17	Key Decision - Yes Part exempt 3 Community Offer for Living and Learning - Update on the programme and consideration of countywide roll out	Cabinet Cabinet Member for Community and Resources (Tony Ferrari)	Debbie Ward – Chief Executive Richard Bates – Head of Financial Services Jonathan Mair – Head of Organisational Development (Monitoring Officer)	Consultees provided draft copy of Cabinet paper.	16 June 2016 - People and Communities Overview and Scrutiny Committee & 29 June 2016 - Cabinet. Community Offer for Living and Learning 11 October 2016 People and Communities Overview and Scrutiny Committee & 26th October 2016 – Cabinet. Community Offer for Living and Learning 1 February 2017 Cabinet. Asset Management Capital Priorities	Ben Print, Programme and Project Manager
19/07/17	Key Decision - Yes Fully exempt 3, 6 Resolution to purchase land adjacent to the west side of Blackwater Junction. This land will be acquired via Compulsory Purchase Order, if it is required.	Cabinet Cabinet Member for Natural and Built Environment (Daryl Turner)	Local residents and businesses; Land Owner; cycling groups; Local Councillors at County, District and Parish level; Christchurch Borough Council.	Formal public consultation for Highways schemes. Informal and formal meetings and telephone discussions.	Cabinet report; land acquisition plan; preferred option layout plan; and scheme location plan.	Emma Baker, Project Engineer

19/07/17	Key Decision - Yes Open Procurement of an integrated prevention support service	Cabinet Acting Deputy Leader and Cabinet Member for Health and Care (Jill Haynes)	Voluntary and Community Sector organisations, District Housing Teams, Registered Social Landlords, Health, Public Health, Community Safety Partnership, Safeguarding, Dorset Families Matter, Socially excluded service users	Ongoing engagement via project groups, pilot provider groups, workshops and service user engagement	Tbc but will as a minimum include EQIA and business case.	Diana Balsom, Commissioning Manager, Housing and Prevention
19/07/17	Key Decision - Yes Open Approval to re- procure and award a contract for the supply of replacement customer self service equipment (Radio Frequency ID/RFID) for the library service with support and maintenance for the equipment post implementation.	Cabinet Cabinet Member for Community and Resources (Tony Ferrari)	Information Strategy Group Adult and Community Services Directorate Management Team	Reports to meetings	Business case report for ISG and DMT meetings	Tracy Long, Library Service Manager
6/09/17	Key Decision - Yes Open Quarterly Asset Management Plan Various decisions regarding property performance, property transactions, project variations and project commit to invest.	Cabinet Cabinet Member for Community and Resources (Tony Ferrari)	Environment Directorate / Children's Services / Adult & Community Services / Corporate Resources	All consultees submit contributions to the report.	'Quarterly Asset Management Report'	Peter Scarlett, Estate and Assets Manager

6/09/17	Key Decision - Yes Open Approval of annual Youth Justice Plan	Cabinet Cabinet Member for Safeguarding (Steve Butler)	Dorset Combined Youth Offending Service and its statutory partners: Dorset County Council; Borough of Poole; Bournemouth Borough Council; NHS Dorset Clinical Commissioning Group; Dorset HealthCare; Office of the Police and Crime Commissioner; Dorset Police; National Probation Service Dorset.	Partners will be consulted through their representation on the YOS Partnership Board, and local authority approval processes. Team members will be consulted through team meetings. The views of service users will be considered in these forums.	The draft Youth Justice Plan 2017/18 will be presented, along with a covering report	David Webb, Service Manager - Dorset Combined Youth Offending Service
18/10/17	Key Decision - Yes Open The County Council's Budget and precept for 2018/19; Medium Term Financial Strategy 2018/19 to 2020/21; and Capital Programme 2018/19 to 2020/21	Cabinet Leader of the Council (Rebecca Knox)	Members and officers, representatives, Citizens' Panel and general public.	Seminars and briefings for members and officers, Audit and Governance Committee meetings, information on dorsetforyou.com and questionnaires for business community and the public.	None	Richard Bates, Chief Financial Officer
18/10/17	Key Decision - Yes Fully exempt SEND Growth Bid Funding	Cabinet Cabinet Member for Safeguarding (Steve Butler)	-	-	SEND Local Area Inspection Letter	Sara Tough, Corporate Director for Children's, Adults and Community Services

18/10/17	Key Decision - No Open Corporate Performance Monitoring Report To consider and comment on performance against the budget and corporate plan.	Cabinet Cabinet Member for Community and Resources (Tony Ferrari)	-	-	None	John Alexander, Senior Assurance Manager - Performance
6/12/17	Key Decision - Yes Open The County Council's Budget and precept for 2018/19; Medium Term Financial Strategy 2018/19 to 2020/21; and Capital Programme 2018/19 to 2020/21	Cabinet Leader of the Council (Rebecca Knox)	Members and officers, representatives, Citizens' Panel and general public.	Seminars and briefings for members and officers, Audit and Governance Committee meetings, information on dorsetforyou.com and questionnaires for business community and the public.	None	Richard Bates, Chief Financial Officer
6/12/17	Key Decision - Yes Open Quarterly Asset Management Plan Various decisions regarding property performance, property transactions, project variations and project commit to invest	Cabinet Cabinet Member for Community and Resources (Tony Ferrari)	Environment Directorate / Children's Services / Adult & Community Services / Corporate Resources	All consultees submit contributions to the report	'Quarterly Asset Management Report'	Peter Scarlett, Estate and Assets Manager
To be determined	Key Decision - Yes Open Health and Wellbeing Board Update	Cabinet Leader of the Council (Rebecca Knox)	-	-	None	David Phillips, Director of Public Health

To be determined	Key Decision - Yes Open Tendering of the operational management of Children's Centres Clusters in East Dorset and Weymouth and Portland	Cabinet Cabinet Member for Economy, Education, Learning and Skills (Deborah Croney)	Children's Services leadership team.	Briefing paper and discussion at Children's Services Leadership Team on 1st September 2015.	Dorset Children and Young	Tom Smith, Contracts and Marketing Development Manager
To be determined	Key Decision - Yes Open Children's Services expenditure on housing related support for young people following the tendering exercise led by Adult Services	Cabinet Cabinet Member for Safeguarding (Steve Butler)	Children's Services leadership team.	Briefing paper and discussion at Children's Services Leadership Team on 1st September 2015.	Dorset Children and Young	Tom Smith, Contracts and Marketing Development Manager

Private Meetings

The following paragraphs define the reasons why the public may be excluded from meetings whenever it is likely in view of the nature of the business to be transacted or the nature of the proceedings that exempt information would be disclosed and the public interest in withholding the information outweighs the public interest in disclosing the information to the public. Each item in the plan above marked as 'private' will refer to one of the following paragraphs.

1. Information relating to any individual.
2. Information which is likely to reveal the identity of an individual.
3. Information relating to the financial or business affairs of any particular person (including the authority holding that information).
4. Information relating to any consultations or negotiations, or contemplated consultations or negotiations, in connection with any labour relations matter arising between the authority or a Minister of the Crown and employees of, or office holders under, the authority.
5. Information in respect of which a claim to legal professional privilege could be maintained in legal proceedings.
6. Information which reveals that the authority proposes:-
 - (a) to give under any enactment a notice under or by virtue of which requirements are imposed on a person; or
 - (b) to make an order or direction under any enactment.
7. Information relating to any action taken or to be taken in connection with the prevention, investigation or prosecution of crime.

Dorset County Council

Business not included in the Cabinet Forward Plan

Is this item a Key Decision	Date of meeting of the Cabinet	Matter for Decision/Consideration	Agreement to Exception, Urgency or Private Item	Reason(s) why the item was not included
		NONE		

The above notice provides information required by The Local Authorities (Executive Arrangements) (Meetings and Access to information) (England) Regulations 2012 in respect of matters considered by the Cabinet which were not included in the published Forward Plan.

Dorset Waste Partnership Joint Committee

Minutes of the meeting held at West Dorset District Council, South Walks House, Dorchester, Dorset on Monday, 12 June 2017.

Present:

Michael Roake (North Dorset District Council) (Vice-Chairman)

Members Attending

David Walsh (North Dorset District Council), Tony Ferrari (Dorset County Council), Daryl Turner (Dorset County Council), Ray Bryan (East Dorset District Council), Barbara Manuel (East Dorset District Council), David Budd (Purbeck District Council), Peter Webb (Purbeck District Council), Alan Thacker (West Dorset District Council) and Kevin Brookes (Weymouth & Portland Borough Council).

Other Members in attendance

Margaret Phipps, Christchurch Borough Council (Reserve)
Patricia Jamieson, Christchurch Borough Council (Reserve)
Timothy Yarker, West Dorset District Council (Reserve).
John Ellis, Weymouth & Portland Borough Council (Reserve) attended the meeting as an observer.

Dorset Waste Partnership Officers Attending:

Paul Ackrill (Commercial and Finance Manager), Gemma Clinton (Head of Service (Strategy)), Grace Evans (Clerk), Michael Moon (Head of Service (Operations)), Karyn Punchard (Director), Andy Smith (Treasurer) and Denise Hunt (Senior Democratic Services Officer).

Other Officers in attendance

Steve Mackenzie (Purbeck District Council), Lindsay Cass (Christchurch and East Dorset Borough Councils), Graham Duggan (Dorset Councils Partnership) and Rebecca Kirk (Purbeck District Council).

- (Notes:(1) Publication In accordance with paragraph 8.4 of Schedule 1 of the Joint Committee's Constitution the decisions set out in these minutes will come into force and may then be implemented on the expiry of five working days after the publication date. Publication Date: **Monday, 19 June 2017**
- (2) These minutes have been prepared by officers as a record of the meeting and of any decisions reached. They are to be considered and confirmed at the next meeting of the Joint Committee to be held on **Tuesday, 12 September 2017.**)

Election of Chairman

27 **Resolved**
That Anthony Alford be elected Chairman of the Joint Committee for the year 2017/18.

Appointment of Vice-Chairman

28 **Resolved**
That Michael Roake be appointed Vice-Chairman of the Joint Committee for the year 2017/18.

Apologies for Absence

29 Apologies for absence were received from Anthony Alford and Peter Hall.

Code of Conduct

30 There were no declarations by members of any disclosable pecuniary interests under the Code of Conduct.

Terms of Reference

- 31 The terms of reference for the Joint Committee had been published incorrectly due to a clerical error. The revised terms of reference as set out in the Inter Authority Agreement were circulated at the meeting.

Noted

Minutes

- 32 The minutes of the meeting held on 23 March 2017 were confirmed and signed.

Public Participation

Public Speaking

- 33 There were no public questions received at the meeting in accordance with Standing Order 21(1).

There were no public statements received at the meeting in accordance with Standing Order 21(2).

Petitions

There were no petitions received in accordance with the County Council's petition scheme at this meeting.

Dorset Waste Partnership Forward Plan 2017

- 34 The Joint Committee considered its forward plan and were informed of the forthcoming items to be considered in September and November 2017.

Noted

Minutes of Dorset Waste Partnership Joint Scrutiny Group

- 35 The Joint Committee noted the minutes of the Joint Scrutiny Group meeting held on 3 April 2017 that included a recommendation that the Joint Committee endorse the revised "Recycle for Dorset" Service Policy. It was noted that this was the subject of a separate item later on the agenda and that the Joint Scrutiny Group had made some useful suggestions regarding publicity concerning the change in policy in respect of Christmas trees.

A member drew attention to the use of CCTV in prominent fly tipping areas and encouraged the use of existing infrastructure and partnership working, a view endorsed by DWP officers who were keen to explore working with partners and to drive further efficiencies.

Noted

Financial Report June 2017

- 36 The Joint Committee considered a joint report by the Director and Treasurer of the Dorset Waste Partnership which set out the 2016/17 revenue outturn and final capital expenditure, the budget equalisation reserve, the 2017/18 budget forecast and a proposal for a replacement ICT system. Appendices 4 and 5 of the Director's report were commercially sensitive and exempt from publication.

The Director highlighted the very positive variance arising from the 2016/17 budget outturn, the reasons for which had been set out in the report. It was recommended to transfer £480,416 of the total underspend to the budget equalisation reserve bringing the level of reserve funds to £1m and to return the remaining balance of £2.52m to partners using the cost sharing percentages. A level of £1m for the budget equalisation reserve was felt necessary as the impact of risk factors taken together could amount to a shortfall in the budget of up to £900k.

An omission in the report concerning the budget variance in relation to waste disposal

was highlighted and it was confirmed that the previous and final forecasts had been £486k and £470k respectively.

Members of the Joint Committee congratulated officers on the outturn position, with some expressing the view that this should be promoted as a good news story in the local press.

The Director drew attention to appendix 9 of the report which was a graphical representation of the end of year position that could be publicised at the appropriate time. She acknowledged the hard work of DWP staff, but also advised caution, highlighting the unique set of factors that had contributed to the outturn position that in all likelihood would not reoccur again. She also drew attention to the significant risk factors in 2017/18, which had led to the need to top up the budget equalisation reserve.

Some Members of the Committee shared the view of the Director and advised taking a cautious approach, particularly as many risk factors were outside the control of the DWP and not readily understood by the wider public.

In response to a specific question in relation to the replacement ICT system, it was confirmed that the capital sum included full rollout of in cab technology for all vehicles, following an initial pilot of 20 vehicles.

Resolved

1. That the outturn position for 2016/17 be noted;
2. That the final capital expenditure position for 2016/17 be noted;
3. That £480,416 of the 2016/17 revenue underspend of £3.002M be transferred to the Budget Equalisation Reserve;
4. That £2,521,885 of the 2016/17 revenue underspend of £3.002M be returned to partners in accordance with the cost share mechanism set out in the Inter Authority Agreement;
5. That the procurement and implementation of a replacement ICT system as described in paragraph 4.4, as a variation from the existing capital programme and revenue budget be approved, subject to host authority acceptance of the business case and financing arrangements; and
6. That the early 2017/18 budget forecast be noted.

Reason for Decisions

The Joint Committee monitored the Partnership's performance against budget and scrutinised actions taken to manage within budget on behalf of partner Councils.

Scheme of Delegation and 2017/18 Schedule of Meetings

- 37 The Joint Committee considered a report regarding the adoption of a Scheme of Delegation and schedule of meetings in 2017/18.

The Legal Advisor introduced the report and explained that the Inter Authority Agreement required the Joint Committee to adopt schemes of delegation for decision making and to approve a schedule of meetings for the remainder of the year. As the host authority and employer of DWP staff, the Dorset County Council (DCC) Schemes of Delegation had been adopted. The existing general scheme was from 2013 and would be subject to some amendments due to a change in DCC Cabinet portfolio holders.

Resolved

1. That the Scheme of Delegation be re-adopted; and
2. That the proposed Schedule of Meetings be approved.

Reason for Decisions

To support the delivery of effective public services through the Dorset Waste Partnership.

Revised "Recycle for Dorset" Service Policy

38 The Joint Committee considered a report by the Head of Service (Strategy) concerning the revision of the Recycle for Dorset Service Policy.

The Head of Service (Strategy) explained that it was necessary to revise the policy in order to reflect the business as usual state and to drive further efficiencies. She highlighted the two main changes to the policy as being the provision of gull proof sacks for properties that were not eligible for a wheeled bin and the removal of natural Christmas tree collection with the residual waste collection following the Christmas period.

Members were informed that there was no obligation for Councils to collect Christmas trees under the Controlled Waste Regulations 1992 and that the collection of the trees with the residual waste did not comply with the DWP waste strategy or business plan which encouraged residents to reuse, recycle and compost. It was confirmed that although a £10k saving would be made, the reason for the change in policy was not financially based. The DWP had achieved excellent recycling rates and an ethos based around observing the waste hierarchy and it was important to continue setting an example to Dorset residents.

There was some debate by the Joint Committee on the removal of the Christmas tree collection. Some members felt that this could lead to an increase in fly tipping and considered that Christmas trees should be treated as an exception as a gesture of goodwill and willingness to work with the community. The suggestion was made that Christmas trees could be collected as part of the brown bin collection and diverted away from landfill.

Other members supported the change in policy as being in line with the waste hierarchy. They noted that other councils did not provide this service and that the DWP should learn from their experience. Other forms of disposal available to residents were also highlighted, such as taking Christmas trees to HRCs or using charitable collections that operated in some areas.

In response to a question it was confirmed that the number of trees collected with the residual waste in previous years was not known, but had been estimated to be approximately 2,500 trees across Dorset. It was highlighted that users of the garden waste service paid for the collection of natural Christmas trees as part of their subscription.

The Director confirmed that a free collection of the Christmas trees with the garden waste collection would cost between £9k-14k. A charge of £10 could be made to residents who did not subscribe to the garden waste service, but this would require a one off cost to develop the administration system to support this payment.

A member acknowledged that, although it seemed sensible to remove Christmas trees with the garden waste, only subscribers to the garden waste service would pay and it would be time consuming for the crews to look out for and collect other trees on an ad hoc basis and be impractical on the ground.

Overall, it was considered by a majority of members that the removal of the natural Christmas tree collection in the revised policy should be supported.

Resolved

That the draft "Recycle for Dorset" Service Policy be approved.

Reason for Decision

To help the Dorset Waste Partnership meet its 2017/18 Business Plan objectives.

Infrastructure Review

39 The Joint Committee considered a report by the Director of the DWP which set out the current infrastructure used by the DWP as well as the anticipated costs and risks of using third party sites. The Joint Committee received a powerpoint presentation by the Director and Head of Service (Strategy) outlining the key elements of the report.

Following the presentation the Director referred to the high risk to the Wimborne Household Recycling Centre (HRC) if access to Somerley HRC in Hampshire was stopped. A member noted that Christchurch HRC was similarly used by Hampshire residents.

Members were informed that Hampshire County Council was holding discussions with all of its neighbouring authorities in order to have a single system across all of its HRCs for use by non-residents. It was also known that there were more Dorset residents using Somerley HRC than Hampshire residents who visited the HRC at Christchurch.

In order to avoid the administrative costs of charging Dorset residents per visit to Somerley HRC, monitoring arrangements were currently conducted twice a year and a one-off payment made to Hampshire County Council based on £2 per resident visit, amounting to approximately £80k per year. However, Hampshire County Council had indicated that this could rise to £5 - £6 per resident visit in future. It was confirmed that there were no restrictions to non-residents using Dorset HRCs.

A member highlighted the shortage of landfill sites in Dorset following the closure of Trigon and Beacon Hill, leading to the need to transport waste further distances for disposal.

The Director responded that sites had been identified in the Waste Local Plan, and that operators may choose to invest and develop facilities in Dorset or elsewhere. There might also be facilities available outside of Dorset who were experiencing under capacity that the DWP could use in future.

Furthermore, there were opportunities for the DWP to develop sites and take in additional tonnages from commercial waste operators depending on the type of infrastructure in place.

Resolved

That the findings of the Strategic Outline Programme and actions contained therein be noted.

Reason for Decision

The partner authorities of the DWP had a statutory duty to collect / dispose of waste and provide sites where residents may deposit their household wastes. The infrastructure to support these services needed to be fit for purpose

Dorset Waste Partnership Corporate Risk Register

40 The Committee considered a report by the Head of Service (Strategy) presenting the current corporate risk register of the Dorset Waste Partnership.

In particular, she highlighted a new risk to the budget arising from the potential revocation of HRC charges arising from the Government's new Litter Strategy for England published in April 2017.

She informed members that should the ability to charge be removed there would be

increased future costs of disposing for the items as well as the associated cost of unpicking the HRC contract.

Noted

Questions from Councillors

41 No questions were asked by members under Standing Order 20.

Meeting Duration: 10.00 am - 11.30 am

Cabinet

Dorset County Council



Date of Meeting	28 June 2017
Officer	<p><u>Cabinet Member(s)</u> Rebecca Knox - Leader</p> <p><u>Local Members</u> All Members</p> <p><u>Lead Director</u> Debbie Ward, Chief Executive</p>
Subject of Report	<p>Corporate Plan:</p> <ul style="list-style-type: none"> • Draft Refresh 2017-18 • Outcomes Focused Monitoring Report, May 2017
Executive Summary	<p>Corporate Plan Draft Refresh 2016-17</p> <p>In April 2016 the County Council adopted a new Corporate Plan based on the outcomes that we are seeking for Dorset’s people – that they are safe, healthy and independent, and that they benefit from a prosperous economy. The Cabinet is primarily responsible for the delivery of the County Council’s corporate plan.</p> <p>Alongside this, in February 2016 the County Council agreed a new committee structure to monitor and scrutinise progress against the Corporate Plan, with Overview and Scrutiny Committees for Economic Growth, People and Communities and Safeguarding.</p> <p>In May 2017, the One Council Group (i.e. the Corporate Leadership Team plus the Assistant Directors) approved a revised version of the Corporate Plan for presentation to members. While the “SHIP” outcomes framework, and the single page format, have been retained, the revised version includes more objective and measurable indicators by which progress towards outcomes can be better understood, evaluated and influenced.</p> <p>The Cabinet is asked to discuss the draft plan at Appendix A, and recommend this or an amended version to the County Council in July.</p> <p>Outcomes Focused Monitoring Report, May 2017</p> <p>Data for the “outcome indicators” for the four outcomes in the Corporate Plan is summarised at Appendix B.</p>

	<p>Detailed analysis can be accessed on the Dorset Outcomes Tracker on <i>Sharepoint</i>. Councillors and officers can access this at any time, and it can be made available for real-time interrogation at committee meetings as and when required.</p>
<p>Impact Assessment:</p>	<p>Equalities Impact Assessment: There are no specific equalities implications in this report. However, the prioritisation of resources in order to challenge inequalities in outcomes for Dorset’s people is fundamental to both the Corporate Plan.</p> <p>Use of Evidence: The outcome indicator data in this report is drawn from a number of local and national sources, including: Business Demography (ONS); the Employer Skills Survey (UK CES); the Adult Social Care Outcomes Framework (ASCOF) and the Public Health Outcomes Framework (PHOF). Corporate oversight and ownership of performance management information and processes is a key component of the terms of reference of the corporate Policy, Planning and Performance Group. There is a lead officer for each outcome on this group whose responsibility it is to ensure that data is accurate and timely and supported by relevant commentary.</p> <p>Budget: None in the context of this specific report. However the information contained herein is intended to facilitate evidence driven scrutiny of the interventions that have the greatest impact on outcomes for communities, as well as activity that has less impact. This can help with the identification of cost efficiencies that are based on the least impact on the wellbeing of customers and communities.</p> <p>Risk: Having considered the risks associated with this report using the County Council’s approved risk management methodology, the level of risk has been identified as:</p> <p>Current: Medium Residual: Low</p> <p>Other Implications: None</p>
<p>Recommendation</p>	<p>That the Cabinet:</p> <ul style="list-style-type: none"> i) Considers and discusses the draft Corporate Plan at Appendix A, and recommends a final version to the County Council ii) Considers the evidence of Dorset’s position with regard to the outcome indicators at Appendix B

	iii) Identifies any issues upon which they require further information or insight.
Reason for Recommendation	The 2017-18 Corporate Plan provides an overarching strategic framework for monitoring progress towards good outcomes for Dorset. The outcome indicators summarised in this report provides enhanced evidence to the Cabinet, The Audit and Governance Committee and the three Overview and Scrutiny committees so that progress against the corporate plan can be monitored effectively.
Appendices	A. Draft Corporate Plan 2017-18 B. Population Indicators Summary – All outcomes
Background Papers	None
Officer Contact	Name: John Alexander, Senior Assurance Manager Tel: (01305) 225096 Email: j.d.alexander@dorsetcc.gov.uk

1. Draft Corporate Plan 2017-18

- 1.1 In April 2016 the County Council adopted a new Corporate Plan based on the outcomes that we are seeking for Dorset’s people – that they are **safe, healthy and independent**, and that they benefit from a **prosperous** economy.
- 1.2 Following the adoption of the corporate plan, a set of “population indicators” were selected to measure progress towards the four outcomes. No single agency is accountable for these indicators - accountability is shared between partner organisations and communities themselves. For each indicator, it is for councillors, officers and partners to challenge the evidence and commentaries provided, and decide if they are comfortable that the direction of travel is acceptable, and if not, identify and agree what action needs to be taken.
- 1.3 Throughout the year, and arising from discussions at member committees, Corporate Leadership Team and at various Corporate Working Groups, these outcome indicators have been scrutinised and reviewed with a view to focusing on the most important. Various criteria were used, including:
- Which ones, if they improve, will “pull” and directly influence a number of others? E.g. obesity and alcohol “pull” cardiovascular disease and diabetes, since there is abundant evidence that obesity and excessive consumption of alcohol increase the risk of those conditions.
 - Are there any in the current suite for which no practical data source is available?
 - Which represent the greatest issues for Dorset?

- Is there anything that we are missing?
- 1.4 At its May meeting, the One Council Group, comprised of the Chief Executive, Directors, and Assistant Directors, approved the revised list, which is included in the draft 2017-18 draft Corporate Plan at Appendix A. The “outcome statements” that were in the 2016-17 Corporate Plan have been incorporated into additional commentary under each outcome. This has enabled the inclusion of the more objective and measurable indicators in the Corporate Plan, and clarified the relationship between the outcomes and the indicators. Other than that, the draft plan is largely unchanged since last year – the “SHIP” outcomes framework, and the single page format, have been retained as it continues to provide a clear and accessible vision for the Council.
- 1.5 The Cabinet is asked to discuss the draft plan and recommend this or an amended version to the County Council in July. A Foreword to the Corporate Plan, by the Leader of the County Council and the Chief Executive, will be added shortly, and prior to publication.

2. Outcomes focused monitoring report, May 2017

- 2.1 Data for the “outcome indicators” for the four outcomes in the draft Corporate Plan 2017-18 is summarised at Appendix B. Live, up-to-date information on all of the indicators that support the corporate plan can be accessed on the [Dorset Outcomes Tracker](#) on Sharepoint. Councillors and officers can access this at any time, and it will also be available for real-time interrogation at committee meetings as and when required.

2.2 What are the big issues in May 2017?

Any criteria could be used for suggesting an indicator is worthy of special attention, but likely reasons include: the situation is getting worse in Dorset; Dorset is worse than other comparable areas; or the situation with the indicator is putting unsustainable pressure on service budgets, to the detriment of our ability to maintain good performance in other areas.

Lead officers have suggested that the indicators which require the most focus and attention are as follows:

People in Dorset Are Safe

The rate of children subject to a Child Protection Plan in Dorset increased between 2013 and 2016 and has now begun to reduce. However, the rate remains higher than nationally. Plans are most commonly put in to place due to abuse or neglect. If the plan to reduce the risk of harm does not work then the child may become ‘looked after’ by the local authority. Whole family support and good multi-agency cooperation are therefore important in reducing the rate of children experiencing significant harm.

The rate of children in care increased steadily until 2016. The actual numbers in March 2017 were lower than the same time in the previous year, but this has not affected the rate per 10,000 population. However the most recent data for the end of May 2017 suggests that rates are now beginning to slowly fall. The decision about whether a child should enter care is an important one as outcomes for children in care can be poorer than those of their peers. As a result of their early experiences they are more likely to have poor mental health. They are less likely to achieve at GCSEs, are more likely to not be in education, employment or training; are more likely to be involved with the criminal justice system and to be in unsuitable accommodation later in life. The impact of childhood trauma or abuse can last into adulthood. Multi-agency provision of early help is critical to reducing the numbers of children in care through the provision of whole family support.

People in Dorset are Healthy

- Inequality in life expectancy at birth
- Under 75 mortality rate from cardiovascular disease

Overall the Dorset population is generally healthy, with most indicators of good health being similar to or better than the national average, and with significant improvements in death rates from preventable illnesses such as cardiovascular disease and infectious disease over the last century.

Whilst this general picture is positive, it does not reflect the experience of all people in Dorset and there remain significant differences in health outcomes across and within our communities. For example, life expectancy for males in one of the most deprived areas of the county (Melcombe Regis) is 73.2 years. In neighbouring Preston, one of the least deprived areas, life expectancy for males is 83.9 years – a huge difference of 10.7 years. Although not yet statistically significant, there has also been a sustained increase in inequalities in life expectancy for women over the last 5 years, perhaps because the health of women in poorer areas has worsened, or that it has improved only for women in the most affluent areas, or a combination of the two.

Despite improvements, cardiovascular disease remains a significant cause of ill-health and death. In Dorset, death rates for cardiovascular disease are significantly lower than the England average, but there is a significant difference in rates between district areas, with rates in Weymouth and Portland being similar to the England average.

The dramatic reduction in cardiovascular deaths is due to reductions in smoking, better management of cholesterol and hypertension, and improved treatments following a heart attack or stroke. The improvements seen in these factors are, however, offset by the increase in obesity and reductions in physical activity which have driven a 500% increase in the numbers of people living with diabetes over the last five decades. This number continues to rise, so that an estimated 10% of the adult population will be living with diabetes by 2030. People with diabetes are up to five times more likely to have cardiovascular disease, and without any change in this trend, it is likely that we will see an increase in death rates from cardiovascular disease. Social isolation – a significant issue in Dorset, and one which the People and Communities Overview and Scrutiny Committee is focusing on – is also known to have a negative impact on life expectancy.¹

In themselves, life expectancy and cardiovascular disease are long term population indicators and members should not expect to see any immediate change in them. The issue is more about understanding and prioritising the work we and our partners do to deliver change. The Sustainability and Transformation Plan (STP) for Dorset recognises the gap in health and wellbeing within and across communities in Dorset and has identified a Prevention at Scale work plan to focus at a system level on improving inequalities, particularly in Cardiovascular disease and diabetes, alcohol and mental health with musculoskeletal disease. The County Council's contribution to the STP may therefore be an area members choose to scrutinise.

People in Dorset are Independent

- Delayed Transfers of Care

The Dorset position is unusual given our demographic (i.e. a high population of older people) and the number of hospitals serving our community, including out of county hospitals such as Yeovil and Salisbury. Although the total number of delayed transfers in Dorset has increased, the proportion that are “DCC accountable” has improved for

¹ <http://www.nature.com/news/social-isolation-shortens-lifespan-1.12673>

delays over the last six months through targeted work to reduce the number of delayed days in Community Hospitals. A recent initiative to help people to find their own care to make discharge plans through the brokerage service is having a positive impact on recent performance figures.

Dorset's Economy is Prosperous

Commentary from lead officers states that the **productivity rate (GVA)** in Dorset is, and continues to be below national average. A number of factors contribute to this, including the structure of industry and employment opportunities. Whilst it is of some concern that the indicator on **births of new enterprises** has therefore shown little change, this is an area at which Dorset County Council resources are being targeted. The County Council, with Purbeck District Council, have now taken on the ownership and management of Dorset Innovation Park and construction is now underway on starter units.

The County Council is also active in progressing apprenticeships both as an employer and a promoter of the scheme. Dorset continues to have above the national average of **apprenticeship starts** and it is important that the obvious benefits of the scheme continue to be highlighted. A skilled workforce is a key contributor to the attractiveness of the area for employers and apprenticeships are but one part of the skills agenda underpinning both 'prosperous' and 'independent' outcomes.

Another key factor in attracting new employment and developing existing business is the **availability of superfast broadband**. Since 2010, the gap between Dorset and the rest of the country has narrowed. A significant factor in this has been the public sector support to deliver improved broadband coverage in areas that the market will not reach. By the year end current contracts are expected to reach 97% coverage across the partnership area, including Bournemouth and Poole. New contracts are expected to deliver additional coverage and provide Ultrafast broadband to priority areas for economic growth.

3. Next steps

3.1 Performance measures

Once the Corporate Plan is agreed, members will be presented with an additional suite of service performance measures, which will measure the County Council's own specific contribution to, and impact upon, corporate outcomes. For example, one of the outcome indicators for the "Safe" outcome is "Number of people who are killed or seriously injured on Dorset's roads". A performance measure for the County Council that would be likely to have an impact on this would be "The percentage of DCC road safety schemes achieving post project objectives", since there is a strong likelihood that if our road safety schemes are successful, this will have a positive impact on road safety across Dorset as a whole.

3.2 Outcome delivery strategies

Also under development are outcome delivery strategies for each of the County Council's four outcomes. These will establish a clear vision of "what good looks like" and set out the key challenges that need to be addressed to improve outcomes, drawing together the contributions that all of the Council's directorates and services make. They will include hyperlinks to the [Dorset Outcomes Tracker](#), which will hold more in-depth analysis and data for lower geographical areas, and also hyperlinks to published service plans, where action plans and performance measures will be more extensively developed. Members will be consulted on the outcome delivery strategies later this year, before they are finalised.

Appendix A

Draft Corporate Plan 2017-18: Working Together For A Strong and Successful Dorset

Our Outcomes Framework

Seeking to improve the lives of people in Dorset

<p>People in Dorset are SAFE </p> <p>Everyone should feel safe, wherever they are.</p> <p><i>But...</i> sadly, we have seen a significant increase in the number of children and vulnerable adults needing protection. There are areas of Dorset with higher levels of crime, substance misuse and domestic abuse. We know that by working with vulnerable families early on we can often help them be stronger and more stable, and to stay together.</p> <p>There are also far too many accidents on our roads. While many of the factors that influence road accidents are outside of our control, we know that by doing things like road safety education, fixing road defects and gritting roads during icy conditions quickly, efficiently and well, we can help make Dorset's roads safer.</p> <p>The safety of all of our residents, and particularly the most isolated and vulnerable, is sometimes seriously affected by extreme weather events such as flooding. As well as providing an emergency response to such events, we will continue to work alongside our communities to plan ahead and minimise the disruption to people's lives when such things inevitably do happen.</p> <p>The indicators we will use to measure progress are:</p> <ul style="list-style-type: none"> • The number of children in care, or in need of our protection in other ways • The number of children being admitted to hospital due to injury • The percentage of children who are persistently absent from school • The number of adult safeguarding concerns • Rates of crime, antisocial behaviour and domestic abuse in Dorset • Number of people killed or seriously injured on Dorset's roads 	<p>People in Dorset are HEALTHY </p> <p>Most people are healthy and make good lifestyle choices.</p> <p><i>But...</i> unfortunately, this is not the case for everyone. For example, there are many people who suffer from poor mental health, and there are parts of the county where life expectancy is low.</p> <p>If we can help and encourage people to adopt healthy lifestyles and lead active lives, they will be more likely to avoid preventable illnesses as they grow older, and life expectancy will improve.</p> <p>The strong link between a healthy environment and physical and mental health and wellbeing is well known. We will work hard to ensure our natural assets are well managed, accessible and promoted, and that waste and pollution are minimised and controlled.</p> <p>The indicators we will use to measure progress are:</p> <ul style="list-style-type: none"> • Inequality in life expectancy between different population groups • Rate of hospital admissions for alcohol-related conditions • Child and adult excess weight • Prevalence of mental health conditions • Under 75 mortality rate from cardiovascular diseases • Levels of physical activity in adults 	<p>People in Dorset are INDEPENDENT </p> <p>Confident people living in strong, supportive and vibrant communities are vital to independent living.</p> <p><i>But...</i> we need to help more of our young people be confident and successful learners into adulthood – helping them to remain independent and happy.</p> <p>We also have a high number of older people who are isolated and lonely. By coordinating the efforts of social care, health and other agencies, we are striving to help people remain happily independent in their own homes and able to make informed choices about their support needs.</p> <p>This requires us to identify and work with vulnerable families at an early stage, to help them stay close and look after each other.</p> <p>The indicators we will use to measure progress are:</p> <ul style="list-style-type: none"> • The percentage of children “ready to start school” by being at the expected level at Early Years Foundation Stage • The percentage of children with good attendance at school • School achievement at age 11 • Percentage of 16 -18 year olds not in education, employment or training (NEET) • The rate of delayed transfers from hospital care • Proportion of clients given self-directed support and/ or direct payments • The rate of volunteering in Dorset 	<p>Dorset's economy is PROSPEROUS </p> <p>A thriving local economy provides us all with more opportunities.</p> <p><i>But...</i> there are areas where there aren't as many jobs available or chances for young people to train at work and gain the valuable skills that employers need. Many people also struggle to find good quality, affordable housing.</p> <p>We want to help new businesses to thrive and existing businesses become more productive and efficient, taking advantage of the superfast fibre broadband that is now available in most of Dorset. To support that productivity, we want to plan communities well, reducing the need to travel while “keeping Dorset moving”, enabling people and goods to move about the county safely and efficiently.</p> <p>The indicators we will use to measure progress are:</p> <ul style="list-style-type: none"> • The productivity of Dorset's businesses • Rate of start-ups of new business enterprises • Percentage of children gaining 5 or more GCSEs grade A* - C, including Maths and English • Percentage of residents educated to level 4 (or equivalent) and above • Ratio of lower quartile house prices to lower quartile earnings • Rates of uptake of superfast broadband • Employment levels
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We are fair in balancing competing demands



We are clear and honest about what we're doing and why



We show full and proper respect to everyone we work with



We ensure local tax-payers get the best value for money



We find new ways of working to achieve more for local people

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People in Dorset are **SAFE**



People in Dorset are
SAFE


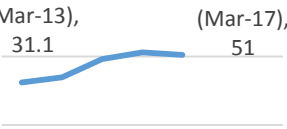

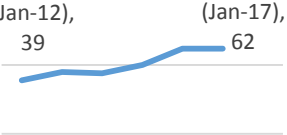

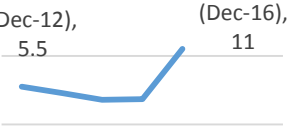
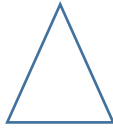
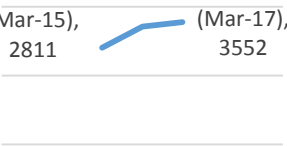

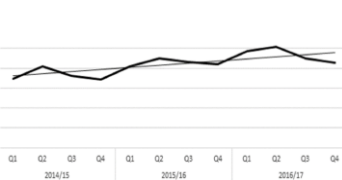

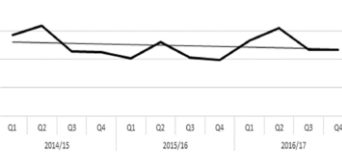

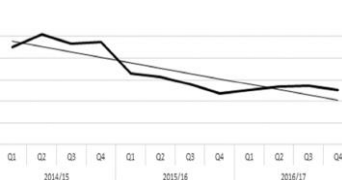
- Children and vulnerable adults are safe wherever they are
- Crime, antisocial behaviour and domestic abuse is minimised
- There are fewer accidental injuries and deaths
- People and communities are better able to cope with environmental change

SUMMARY


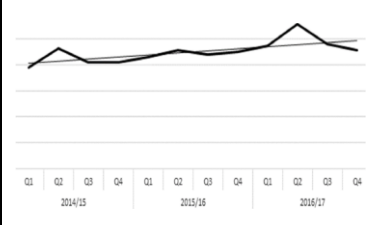

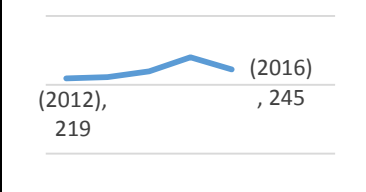

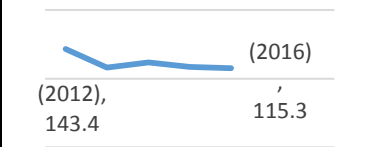
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People in Dorset are **SAFE**

Description	Previous position	Latest position	Direction Of Travel	Progress – trend line	Benchmark
01: Rate of children subject to a child protection plan	53 Mar-2016	51 Mar-2017	 Improved	(Mar-13), 31.1  (Mar-17), 51	WORSE 43.1 England Average
02: Rate of children in care	62 Mar-16	62 Mar-17	 No Change	(Jan-12), 39  (Jan-17), 62	WORSE 53 England Average
03: The rate of children who are persistent absentees from school	3.7% Dec-15	11% Dec-16	 Worse	(Dec-12), 5.5  (Dec-16), 11	SIMILAR 10.7% South West Average
04: The number of adult safeguarding concerns	3,422 2015-16	3,552 2016-17	 No Change	(Mar-15), 2811  (Mar-17), 3552	No Comparable Data
05: Total crime in Dorset Based on 3 year trend (see graph, right)	4,494 Dec-16	4,271 Mar-17	 Worse		No Comparable Data
06: Rates of antisocial behaviour in Dorset Based on 3 year trend (see graph, right)	2,344 Dec-16	2,344 Mar-17	 Improved		No Comparable Data
07: Number of domestic abuse incidents Based on 3 year trend (see graph, right)	544 Dec-16	506 Mar-17	 Improved		No Comparable Data

People in Dorset are **SAFE (Cont'd)**

Description	Previous position	Latest position	Direction Of Travel	Progress – trend line	Benchmark
08: Number of domestic abuse crimes Based on 3 year trend (see graph, right)	481 Dec-16	455 Mar-17	 Worse		No Comparable Data
09: Number of people killed or seriously injured on Dorset's roads	280 2015	245 2016	 Improved		No Comparable Data
10: Rate of hospital admission due to unintentional injury	117 2014-15	115.3 2015-16	 Improved		WORSE 104.2 England Average

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People in Dorset are **HEALTHY**



People in Dorset are
HEALTHY


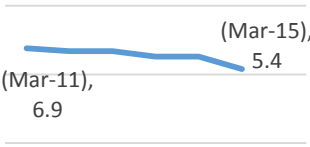

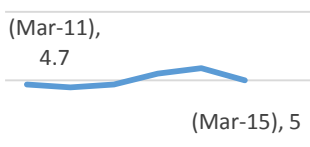

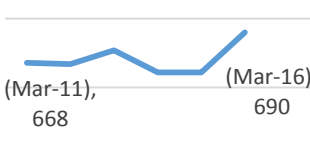

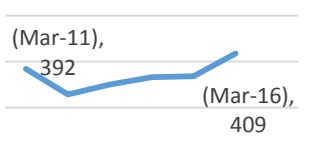



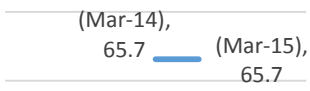

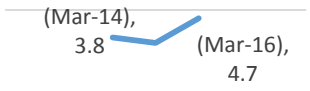
- Children and families know what it means to be happy and healthy
- People adopt healthy lifestyles
- People enjoy emotional and mental wellbeing
- People stay healthy as they grow older
- People live in healthy, accessible communities

SUMMARY

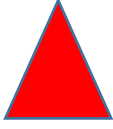


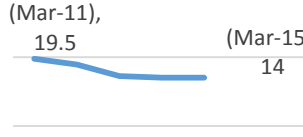

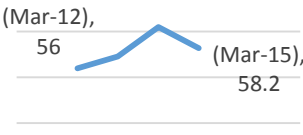
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People in Dorset are **HEALTHY**

Description	Previous position	Latest position	Direction Of Travel	Progress – trend line	Benchmark
01: Inequality in life expectancy at birth - Male (The higher the number, the greater the inequality in life expectancy between the least deprived and most deprived areas)	6.3 2013-14	5.4 2015	 Improved	 (Mar-11), 6.9 (Mar-15), 5.4	BETTER 9.2 England Average
02: Inequality in life expectancy at birth – Female (The higher the number, the greater the inequality in life expectancy between the least deprived and most deprived areas)	5.9 2013-14	5.0 2015	 Worse	 (Mar-11), 4.7 (Mar-15), 5	BETTER 7 England Average
03: Admission episodes for alcohol-related conditions – Male	661 2014-15	690 2015-16	 Worse	 (Mar-11), 668 (Mar-16), 690	BETTER 827 England Average
04: Admission episodes for alcohol-related conditions - Female	384 2014-15	409 2015-16	 Worse	 (Mar-11), 392 (Mar-16), 409	BETTER 474 England Average
05: Child excess weight in 4-5 years old	23.5% 2014-15	21.5% 2015-16	 Improved	 (Mar-11), 24 (Mar-16), 21.5	WORSE 21.9% England Average
06: Excess weight in Adults	65.7% 2011-13	65.7% 2013-15	 No Change	 (Mar-14), 65.7 (Mar-15), 65.7	SIMILAR 64.8% England Average
07: Long term mental health problems (GP patient survey) % of respondents	3.8% 2014-15	4.7% 2015-16	 Improved	 (Mar-14), 3.8 (Mar-16), 4.7	WORSE 5.2% England Average

People in Dorset are **HEALTHY**

Description	Previous position	Latest position	Direction Of Travel	Progress – trend line	Benchmark
08: Under 75 mortality rate from cardiovascular diseases considered preventable - Male	51.9% 2011-13	55.1% 2013-15	 Worse	 (Mar-11), 58 (Mar-15), 55.1	BETTER 76.7% England Average
09: Under 75 mortality rate from cardiovascular diseases considered preventable - Female	15% 2011-13	14% 2013-15	 Improved	 (Mar-11), 19.5 (Mar-15), 14	BETTER 26.5% England Average
10: Physical activity in adults	60.5% 2013-14	58.2% 2014-15	 Worse	 (Mar-12), 56 (Mar-15), 58.2	BETTER 57% England Average

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People in Dorset are **INDEPENDENT**



People in Dorset are
INDEPENDENT


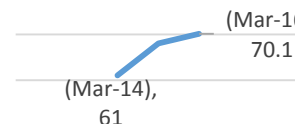



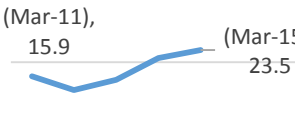

- Families are strong and stable
- Children and young people are confident learners
- People remain happily independent and stay in their own homes
- People are part of inclusive communities
- People who do need help have control over their own care

SUMMARY


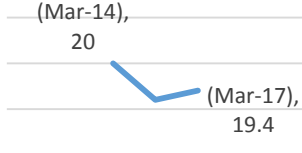
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People in Dorset are **INDEPENDENT**

Description	Previous position	Latest position	Direction Of Travel	Progress – trend line	Benchmark
01: Rate of absence from school	4.8 2014-15	4.7 2015-16	 Improved		WORSE 4.5 England Average
02: Percentage of children achieving expected level at Early Years Foundation Stage	68% 2015	70.1% 2016	 Improved		BETTER 69.5% England Average
03: Key Stage 2 achievement rates	No Data	45% 2016			WORSE 52% England Average
04: Percentage of 16-18 year olds in jobs without training (NEET)	2.7% 2016	2.6% 2017	 Improved		BETTER 2.9% England Average
05: The rate of delayed transfers from hospital care	21.2 2014-15	23.5 2015-16	 Worse		WORSE 18.6 England Average
06: The rate of volunteering in Dorset					TBA
07: Proportion of clients given self-directed support	95% 2015-16	96.3% 2016-17	 Improved		BETTER 86.9% England Average

People in Dorset are **INDEPENDENT (Cont'd)**

Description	Previous position	Latest position	Direction Of Travel	Progress – trend line	Benchmark
08: Proportion of clients given direct payments	19.2% 2015-16	19.4% 2016-17	 Improved	 <p>(Mar-14), 20 (Mar-17), 19.4</p>	WORSE 28.1% England Average

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A PROSPEROUS economy



Dorset's economy is
PROSPEROUS



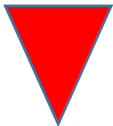
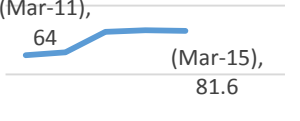



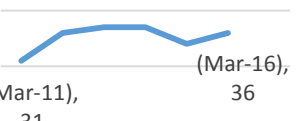

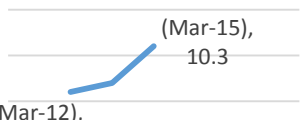

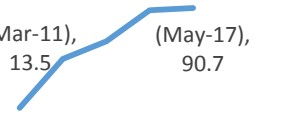

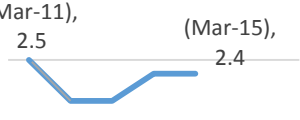
- New businesses thrive
- More people secure the employment opportunities of their choice
- Residents are well educated
- Good quality, affordable, healthy homes are available
- The need to travel is reduced

SUMMARY

Share Your Views

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A PROSPEROUS ECONOMY

Description	Previous position	Latest position	Direction Of Travel	Progress – trend line	Benchmark
<u>01: Productivity rate (GVA per hour worked)</u> (Where UK = 100)	90.3 2014	90.9 2015	 Improved		WORSE 101.8 England Average
<u>02: Births of new enterprises per 10k population aged 16-64 years</u>	82.2 2014	81.6 2015	 Worse		WORSE 99.3 England Average
<u>03: Percentage of students gaining 5 or more GCSEs grade A* - C, including Maths and English</u>	57.7% 2015	58% 2016	 Worse		BETTER 54% England Average
<u>04: Percentage of residents educated to level 4 (or equivalent) and above</u> (HNC or equivalent)	34% 2015	36% 2016	 Improved		WORSE 38% England Average
<u>05: Ratio of lower quartile house prices to lower quartile earnings</u>	10.2 2014	10.3 2015	 Worse		WORSE 7.2 England Average
<u>06: Percentage of fixed line superfast broadband coverage</u>	89.6% 24Mbps July 2016	90.7% 24Mbps May 2017	 Improved		WORSE 92.5% UK Average 24Mbps
<u>07: Apprenticeships starts as a percentage of the population aged 16-64 years</u>	2.4% 2014	2.4% 2015	 No change		BETTER 1.5% England Average

Cabinet

Dorset County Council



Date of Meeting	28 June 2017
<u>Cabinet Member</u> Tony Ferrari – Cabinet Member for communities and resources	
<u>Lead Officer</u> Richard Bates – Chief Financial Officer	
Subject of Report	Medium Term Financial Plan (MTFP) update
Executive Summary	<p>This report provides the first update of the new financial year for Cabinet, on the national and local issues impacting on the County Council's finances. It mentions matters that will need to be taken into account when developing the three-year MTFP from 2018/19 to 2020/21 and highlights work that is already in progress to address the budget gaps identified in the previous MTFP round.</p> <p>The report also summarises some of the information that will be provided to the Audit & Governance Committee on 24th July concerning:</p> <ul style="list-style-type: none"> • the 2016/17 outturn (subject to audit) • balances at 31 March 2017 • the most recent 2017/18 forecast of outturn.
Impact Assessment:	<p>Equalities Impact Assessment: This high level update does not involve a change in strategy. As the strategy for managing within the available budget is developed, the impact of specific proposals on equality groups will be considered.</p>
	<p>Use of Evidence: This report draws on proposals and funding information published by the Government, briefings issued by such bodies as the Society of County Treasurers and the content of Dorset County Council reports and financial monitoring data.</p>
	<p>Budget: The report provides an update on the County Council's budget position for 2017/18 and the following two years.</p> <p>Major risks that influence the development of the financial strategy include:</p> <ul style="list-style-type: none"> • views taken – and published information - on changes in grant funding, inflation rates, demographic and other

	<p>pressures and income from the council tax and non-domestic rates;</p> <ul style="list-style-type: none"> • success in delivering the savings anticipated from the <i>Forward Together</i> programme and containing other cost pressures arising; • judgement of the appropriate levels for reserves, balances and contingency, to minimise the risk of an unmanageable overspend without tying-up funds unnecessarily • pressures arising so far in 2017/18 that had not been factored into the budget; an early indication of the level of concern over these matters is provided. <p>Risk Assessment:</p> <p>Having considered the risks associated with this decision using the County Council's approved risk management methodology, the level of risk has been identified as:</p> <p>Current Risk: HIGH</p> <p>Residual Risk HIGH</p> <p>Other Implications:</p>
<p>Recommendation</p>	<p>The Cabinet is asked to consider the contents of this report and:</p> <ul style="list-style-type: none"> (i) note the unaudited outturn position for 2016/17, including the respective underspends and overspends within service Directorates; (ii) note the Directors' early estimates included in the forecast of outturn for the current year and the operational reasons causing us to diverge from the balanced budget agreed by Council in February; (iii) note the starting position for the current MTFP and budget round including the level and adequacy of balances on the general fund; (iv) note the latest, savings expectations from the Forward Together programme; (v) put forward any other issues it wishes to be taken into account in the development of the MTFP and budget; (vi) note the proposals to consider an increase in the flexible use of capital receipts, subject to formal approval to be brought to a subsequent Cabinet meeting; and (vii) understand the risks associated with and impacting upon the financial performance for the current and future financial years.

Reason for Recommendation	To enable work to continue on refining and managing the County Council's budget plan for 2017/18 and the overall three-year MTFP period.
Appendices	<ol style="list-style-type: none">1. 2017/18 FT Programme items2. 2018/19 FT programme items (WIP)
Background Papers	Society of County Treasurers' briefing papers MFTP reports for budget 2016/17 Spending review 2016 Final local government finance settlement
Officer Contact	Name: Jim McManus, Chief Accountant Tel: 01305 221235 Email: j.mcmanus@dorsetcc.gov.uk

1. Background

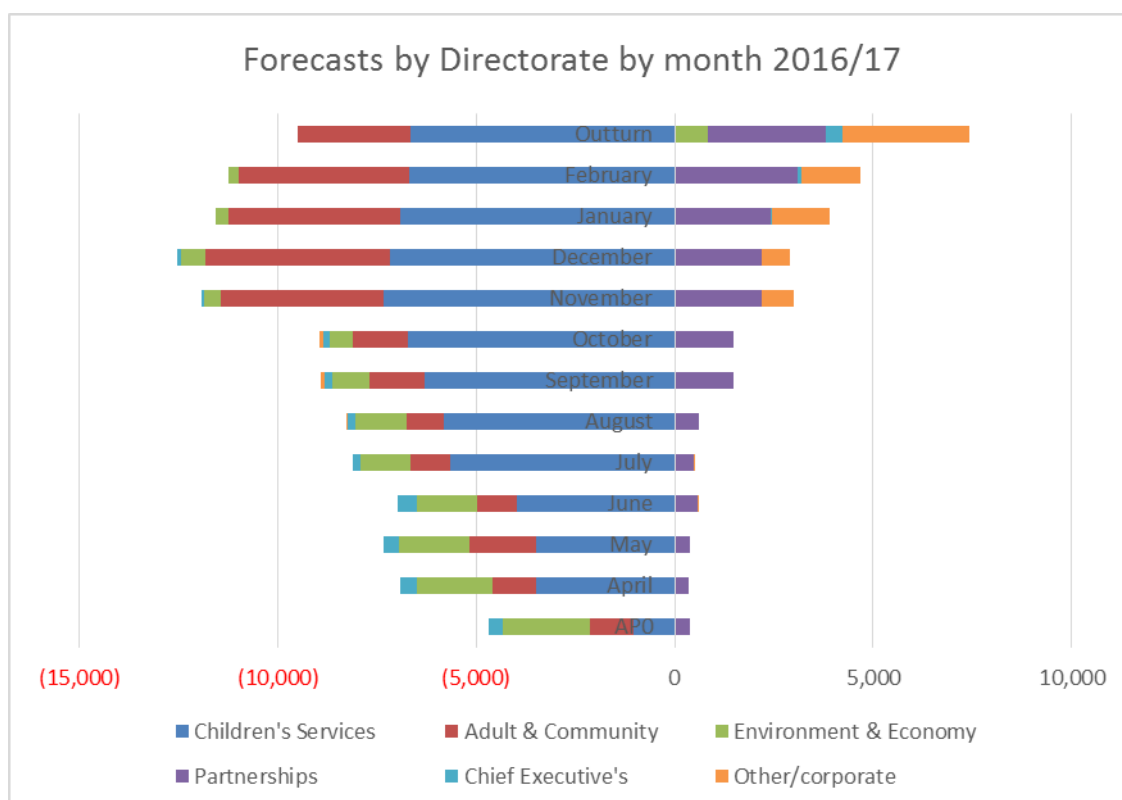
- 1.1 The Cabinet considers a report at this time of year, to prepare the way for rolling forward the financial plan during the rest of the financial year, culminating in agreeing the budget and the rate of council tax at the February meeting of the County Council. Work has already started on financial planning for 2018/19 and beyond and this report provides an update on that work as well as a stock-take of our current financial position and recent performance.
- 1.2 The report includes summary information relating to the accounts and outturn for 2016/17. That information is indicative-only at this stage, as it has not yet cleared the external audit process or been through scrutiny by the Audit & Governance Committee.
- 1.3 Estimates of the outturn for 2017/18 and savings from the Forward Together programme are as accurate as they can be at this early stage of the year, though Members will clearly want to understand the differences between the forecasts and final outturn for 2016/17 in certain parts of the business.
- 1.4 A preliminary, summary analysis is also provided, in section 3, of the main variations in underlying organisation activity, metrics and performance which give rise to such significant, forecast variances since a balanced budget was set in February.

2. Unaudited outturn for 2016/17

- 2.1 The draft financial statements were certified by the Chief Financial Officer on 15th May 2017 and published on dorsetforyou.com the following day. Significant improvements have been made to the quality, accuracy and timeliness of the annual accounts production process in recent years. For the 2016/17 accounts, we completed our work a full, six weeks earlier than we did just two years previously - and we continue the journey to reduce time taken for the accounts to an ambitious target of just thirty days.
- 2.2 When our certified accounts were issued on 16th May, our auditors, KPMG, confirmed that Dorset County Council was the first of their Local Government clients to publish their financial statements.
- 2.3 The statements are therefore currently still being audited by KPMG. The audited accounts and outturn for the year to 31 March 2017 will be presented to the Audit & Governance Committee at its meeting on 24th July. The information below must therefore be taken as draft, at this stage. Any amendments to the figures as a result of work during the audit will be included in a future MTFP update.
- 2.4 The draft outturn for the year was an overall overspend of £2.1m. Within this total, there was a net overspend on service budgets of £5.3m, partially offset by £3.2m of underspends within corporate budgets as analysed in the table, below.

Directorate	Net Budget £k	Draft Outturn £k	(Overspend)/ Underspend £k	February Forecast £k
Adult & Community Services	122,598	125,440	(2,842)	(4,295)
Children's Services	66,271	72,930	(6,659)	(6,680)
Environment & Economy	33,095	32,269	0.826	(0.261)
Partnerships	20,216	17,233	2,983	3,083
Chief Executive's Dept	9,893	9,473	0.420	0.124
Total Service Budgets	252,073	257,345	(5,272)	(8,028)
Central/Corporate Budgets	(270,713)	(273,908)	3,193	1,457
Whole Authority	(18,640)	(16,564)	(2,078)	(6,571)

2.5 The graph below shows how the overall forecast moved during the course of the year and provides context for the February forecast data in the table at para 2.4. The narrative in the paragraphs that follow is a reminder of the reasons for budget variances and also highlights any significant variations between the February forecast and the draft outturn.



Adult & Community Services

- 2.6 The Adult & Community Services budget ended the year with an overspend of £2.8m (2.3%) against a budget of £122.6m. The key reasons are summarised in the following paragraphs.
- 2.7 Adult Care Service User Related budget (£63.5m) was overspent by £5.5m (8.6%). This The key factors in the overspend are:
- increased costs of care caused by increasing volumes of off-framework purchasing and lack of market management
 - CHC pick-up totalling around £1.7m
 - service users' capital falling below the threshold and the County Council paying to offset the increases
 - increased acuity of packages.
- 2.8 There was a positive swing of £550k in the Service User related budget between the February forecast and the final outturn due to a reduced provision for bad debts compared to the previous financial year. A separate paper covering significant changes to the debt management policy and approach in 2016/17 will be going to Audit & Governance Committee on 24th July.
- 2.9 The Adult Care General budget (£12.6m) was underspent by £1.1m (8.7%) at the end of the year. This was predominantly due to staff turnover and vacancies. The position did improve in the last month due to unforeseen income to the value of £230k.
- 2.10 The Commissioning & Performance Budget (£36.4m) was underspent by £842k (2.3%). The underspend is due primarily to staff vacancies across several teams and unbudgeted income of £230k, due to the Integrated Community Equipment Store, that only accrued late in the year.
- 2.11 The Early Help & Communities budget (£8.5m) was underspent by £298k (3.5%). This can be attributed to a reduction in use of Library buildings by Skills & Learning resulting in lower income from room hire, lower than anticipated expenditure on Blue Badge scheme within Early Help, an increase in the predicted costs of PIAP, and additional income and vacancy savings arising in Trading Standards.
- 2.12 Director's Office budget (£1.5m) was underspent by £410k (26.4%). This largely reflects budgets actively held back to offset the overall overspend.

Children's Services

- 2.13 Children's Services had been projecting an overspend of around £6.6m (10%), against a net budget of £66.3m since the summer of 2016. Whilst this is clearly very far from a favourable position, the reasons have been well documented:
- The number of looked after children (LAC) has broadly stabilised after starting the year at 493 (including 4 unaccompanied asylum seeking children (UASC)) and ending the year at 496 (15 UASC). Peak numbers were 506 in September. The number currently stands at 479 (with 12 UASC) and the trend is now downwards. At budget setting time it was assumed that the downward trend would be established sooner than has proved to be possible. Overall the LAC budget overspent by £6m, which has been offset by a £4m planned release from contingency, resulting in a £2m overspend overall. The legal budget was also

overspent by £0.4m as a result of the costs of seeking court orders for higher LAC numbers.

- A well-reported, national shortage of social workers, a favourable tax regime and increased regional competition resulted in an increase in the number of agency social workers engaged. The agency costs overspend, net of vacancies, was £2.4m. Agency staff numbers peaked at 58 in January but successes in the recruitment strategy, coupled with less favourable tax arrangements from April 2017 saw agency numbers reduce to 40 at the end of May. With newly-appointed staff yet to start, the expectation is to take this figure below 10 by the end of the summer.
 - SEN transport spend has increased slightly on previous levels of around £8.8m, which resulted in an overspend of £2.25m during the year. Part of the overspend was due to over-optimistic expectations of savings that were deliverable when the budget was set in January 2016. Numbers of children with SEN eligible for home to school transport have increased from around 750 children in 2015/16 to over 900 currently (18%). Average costs have also increased by around 3.5%.
- 2.14 There were a number of underspends specifically through better commissioning and from holding back office vacancies that resulted in a £1.2m underspend in the Design and Development service.
- 2.15 In addition to County Council funded services, the Children's Services Directorate is responsible for administering the £258m schools budget, which is funded from the ringfenced dedicated schools grant (DSG). The majority of this funding is delegated to County Council schools and academies (£218m), with the County Council responsible for the administration of the remaining £40m to fund nursery settings, specialist education services and distribute funding for children with special educational needs to mainstream and independent schools. This budget overspent by £5.2m, mainly driven by the increase in demand from schools for children assessed as having special educational needs. The number of children with an Education, Health and Care Plan (EHCP) or statement of educational need has increased from 1,400 in 2014 to over 1,900 at the end of March. For the first time the DSG has an overall deficit of £4m, which will need to be recovered in future years.

Environment & Economy

- 2.16 Environment and Economy overall ended the year with an underspend of £826k, following a stop on non-essential spend and a deferral of some essential spend in to 2017/18.
- 2.17 Economy Planning and Transport (£213k underspent) - Fee income work at year end was more buoyant than expected. Unmet Forward Together savings and lower than anticipated planning fee income have been met by other savings from within the service.
- 2.18 Dorset Travel (£76k underspent) - Fleet driver staff costs were reduced and a significant reduction in the costs of concessionary fares was only visible at year end.
- 2.19 Business Support Unit (£13k overspent) - significant savings that were required were achieved but a minor overspend was incurred as a result of a late recharge of other internal services.
- 2.20 Coast and Countryside (£235k underspent) - cessation of non-essential spend and deferral of spend where possible in the later part of the year across all teams,

together with the ability to generate extra income have contributed to the higher than previously forecast underspend. Another favourable factor has been the benign weather in the last three months of the year resulting in a low number of emergency call outs for tree work.

- 2.21 Estates and Assets (£472k overspent) - Late additional depot repairs and maintenance costs caused a deterioration from the February forecast. The main areas of overspend were on the County Buildings budget and the corporate 'Way We Work' property rationalisation programme, caused by savings being counted elsewhere. It is also worth noting that capital receipts are being generated, but the benefits are not reflected in the revenue account.
- 2.22 Building and Construction (£409k underspent) – Rigorous vacancy management was exacerbated by a number of other staff losses which have proved difficult or, to date, impossible to replace with a risk to significant capital project work required in the near future.
- 2.23 Network Management (£162k underspent) – An improved position from the February forecast due to buoyant end of year income.
- 2.24 Network Development (£290k underspent) – The underspend, which is similar to that predicted in February, also benefited from examples of stopping non-essential spend and deferring expenditure into 2017/18, in line with the corporate requirement.
- 2.25 Fleet Services (£86k underspent) – The under spend increased from that previously forecast due to reduced insurance charges.
- 2.26 Emergency Planning (£6k underspent) – Small amounts of additional income have been generated.
- 2.27 Director's Office (£307k overspent) – The overspent reflects, what had been recognised for some time, an unrealistic expectation of vacancies across the whole of the Directorate due to lower turnover following restructuring. Compensating savings have been found within the Directorate.
- 2.28 ICT and Customer Services Unit (£141k underspent) – The underspent was due to some items of expected spend previously forecast not being incurred and additional income not included in previous forecasts.

Partnerships

- 2.29 Dorset Waste Partnership – (The County Council share of the overall under spend was £1.608m). Significant savings against budget were achieved through reduced costs after renewal of a major contract, volatile recycle costs reducing significantly, reduced costs incurred in relation to tonnages of waste disposed of (due to favourable rates), cheaper fuel prices for part of the year, tight management of operational costs and higher than expected income on garden and commercial waste services.
- 2.30 Public Health – In year, the Joint Public Health Board (JPHB) released £2.3m of accumulated reserve plus a further £200k of in-year savings back to the three constituent local authorities. Dorset County Council received 55% - nearly £1.4m. At the year end, £1m was returned to reserves to cover commitments not yet fulfilled.

Chief Executive's Dept

- 2.31 The Chief Executives' Department achieved a year-end underspend of £420k from a budget of £9.4m. This is compared to a forecast underspend of £124k in February. The main causes of underspend are:

HR (£244k underspent) – savings were achieved through vacancy management and a hold on non essential spend in the final months of the year. The service also received some additional, unpredicted income.

Legal and Democratic Services – although this service had been predicting an overspend for the majority of the year the final position was an underspend of £118k. This was due to the receipt of some additional one off income and a stop on non essential spend.

Further savings were achieved in the Assistant Director's office (£40k), Programme office (£30k), Chief Executives Office (£42k) and Governance and Assurance budget (£25k).

The above offset overspends in the Cabinet area and Policy and Research budget.

The Cabinet area as a whole overspent by £49k, this was mainly due to overspends in the Surplus land budget. This budget has been under pressure due to the high number of surplus properties being dealt with as a result of the Way we Work programme.

The Policy and Research budget overspent by £76k. This was as a result of the service being unable to achieve it's vacancy factor together with a loss in budgeted income.

Central/corporate budgets

- 2.32 Central Budgets finished the year with an underspend of £3.2m, versus a forecast underspend of £1.4m
- 2.33 The change between February and the final position was due to the flexible use of capital receipts, which allowed us to use £1.4m of capital receipts to fund transformation costs which otherwise would have been charged to contingency.
- 2.34 Continued close management of the contingency budget resulted in a further underspend of £0.7m.
- 2.35 We borrowed less than the budget planned for and therefore there was a saving on the cost of borrowing of £0.5m.
- 2.36 Due to tighter processes around our year end accruals process we were able to release £0.5m of our central accrual provision back into the revenue account.

3 Forecast of outturn for 2017/18

- 3.1 The latest forecast of outturn for the Authority, (May, period 2), indicates an overspend of £9.5m; a breakdown is shown in the table below.

Directorate	Net Budget £k	Forecast Outturn £k	Forecast (Overspend)/ Underspend £k
Adult & Community Services	126,461	128,961	(2,500)
Children's Services	57,926	65,006	(7,080)
Environment & Economy	33,683	34,169	(486)
Partnerships	19,002	18,837	165
Chief Executive's Dept	10,426	10,426	0
Total Service Budgets	247,498	257,399	(9,901)
Central/Corporate Budgets	(246,191)	(246,591)	(400)
Whole Authority	1,307	10,808	(9,501)

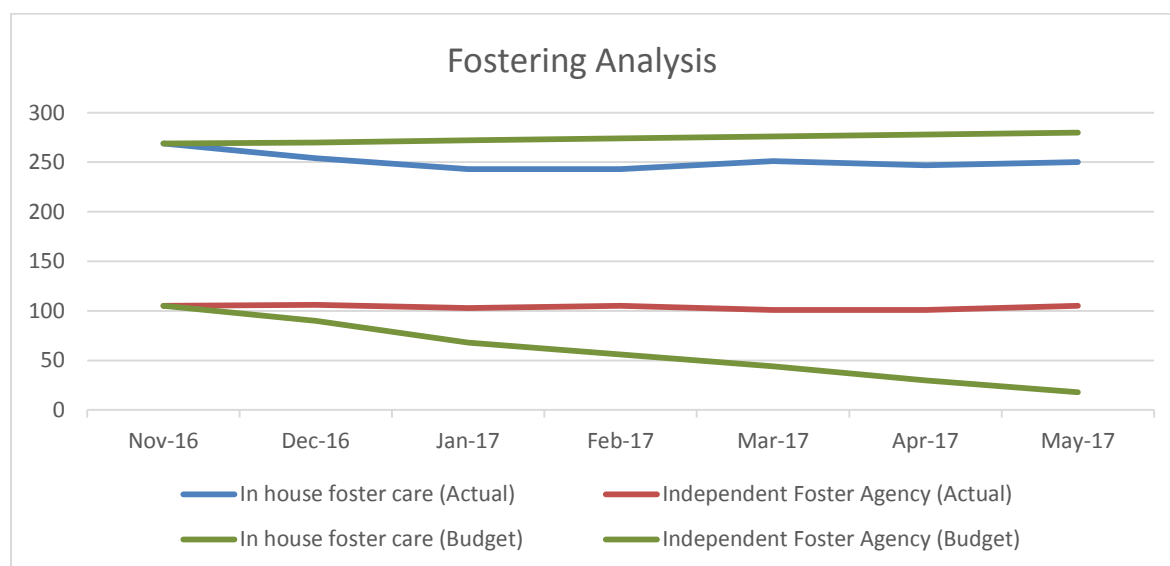
- 3.2 May's is the third forecasting exercise of the year, after AP0 and April which predicted outturn figures of £7.6m and £8.4m respectively. The principal cost pressures continue to be in relation to looked-after children, SEN transport and user-driven adult social care costs. Further information can be found in the CPMI area of Sharepoint.
- 3.3 To understand the current year's forecast, we must also revisit some of the fundamental assumptions that were made at the time the budget strategy was being developed. It is important for Members to understand what changes have happened since Directors and managers built plans around activity and performance levels that have caused the forecast position that we are currently predicting.
- 3.4 The Chief Financial Officer has a statutory responsibility for signing-off a balanced budget and we must therefore understand what assumptions and plans have not come to fruition and which might therefore need consideration beyond the current financial year as well as being included in current-year forecasts. The main changes since budget setting are set out in the paragraphs below.

Children in Care

- 3.5 A £6m overspend is currently being forecast. Whilst the number of looked after children reduced to 479 at the end of May, the cost profile of those children has remained high, with relatively less costly arrangements having been managed out of the system. The budget was set based on well documented and stated assumptions and aspirations that numbers of LAC would reduce to around 400 by the end of 2017. Underlying those broad numbers were assumptions about the mix of the type of care that children would be receiving.
- 3.6 Traditionally, about 75% of children have been placed with foster carers who are directly engaged and managed by the County Council. The financial planning for the budget was based on that trend continuing, with around 300 children expected to be placed with in-house foster carers. However, the numbers of foster carers engaged by the County Council has actually decreased. This has resulted in children having

to be placed with much more expensive, agency foster carers, who are currently accommodating around 100 children. In addition, there have been significant increases in the costs of children placed in independent sector, specialist accommodation with the current average cost for the 40 children placed there being £4,300 per week (£223k per annum). The combination of this change in the type of care as well as slightly higher numbers than anticipated has, at this stage, resulted in a £6m forecast overspend. It is likely that this forecast will be reduced if continued progress can be demonstrated and the numbers in external, residential placements start to reduce. Despite the aspirations for it to do so, this has not yet happened and as such the forecast has been projected prudently to provide a, hopefully, worst-case scenario with the existing numbers of LAC and mix of care.

- 3.7 The chart below show the difference in the type of foster care actually being used against the predicted numbers used to set the budget. The number of more cost-effective, in-house foster carers used has reduced by 29 since the budget was formulated in December 2016, when the predictions were that in house foster carers would slowly increase as a result of recruitment campaigns. Linked to this and projected falling numbers of children in care it was anticipated that the use of Independent Foster Agency carers would reduce quickly. The decrease in the in-house foster care placements has meant that the foster agency workers have taken up the slack and stayed at December 2016 levels rather than reduce. This has added a pressure of £2.7m against the fostering budget.



- 3.8 In addition the number of children placed in high-cost, external residential placements (including high-cost, supported accommodation) is now 41, up slightly from the December 2016 level. In December a review of all high-cost placements was carried out and 13 children were identified as able to move to lower-cost arrangements by the end of spring. The budget was based on there being 33 children in these placements by May 2017. This has not materialised adding a £3.6m pressure to these budgets. The slow progress in moving these children into new placements means that the forecast now assumes that these placement will remain at the current level for the remainder of the financial year. If progress is made then the overall forecast overspend will reduce from this level.

SEN transport

- 3.9 £1m overspend being forecast. There has been a lot of work in this area to try to reduce costs and make savings. However, after some initial successes in moving some very high-cost children onto personal travel budgets, the overall increase in demand has prevented total costs from decreasing. The current re-tendering of key route contracts means that it is not yet possible to predict the costs of the service going forward. The prediction is based on continuing to maintain costs at their current level, rather than at the lower, budgeted level. Once the tender results are known this overspend may reduce. Proposals are being developed to reduce these costs and improve service but these require legal consideration and consultation.

Agency Social Work

- 3.10 Agency costs are expected to be in excess of budget for the first quarter whilst new, permanent staff are due to start employment during the spring and early summer. The overspend being incurred in these early months is not forecast to be recovered. Options could be considered as to what measures could be taken to reduce agency staff numbers sooner, alongside a risk assessment of the impact on the social work service. Unless this happens and quick decisions are taken it is likely that an overspend of £0.5m will be incurred.

3.11 Dedicated Schools Grant

- 3.12 £1m overspend currently being forecast. There were extensive and challenging consultations with the Schools' Forum over options to manage the demand and reduce costs to within available funding when setting the DSG budget for 2017/18. Whilst significant progress was made, there is still demand in the system that will be difficult to contain within the current funding. Early indications are that significant improvement has been made in relation to demand management with much more robust gateways into the system. However, at this time there is insufficient evidence that demand will be contained and it is expected that these budgets will overspend by around £1m. Plans will need to be developed, with schools, to find new ways of operating within available funding in addition to clawing back the deficit incurred.

Adult Care Service User related spend

- 3.13 £2.5m forecast overspend. There are £5.6m of savings attributable to the Adult Care Service User budgets. £4.2m relates to reviews of packages of care, the letting of the Dorset Care contract and improving the brokerage function, £1m from additional income and £400k relating to improved use of technology.
- 3.14 There is a real danger of slippage in the programme of reviews due to logistics and complexity of the cases being reviewed. There is also further risk around the Care contract, that does not come into force until December 2017 and how much impact that can have on the cost of care in such a short space of time. There is also delay in achieving the income target of £1m. It is for these reasons that it is felt prudent to assume a high level of risk associated with these savings.

Environment & Economy overspend

- 3.15 £0.486m forecast overspend. This is due mainly to risks still remaining around a number of proposed Forward Together savings.

- 3.16 Although the recent Dorset Travel tender process has had a successful outcome in securing planned savings, there is still a risk (£0.15m) around Dynamic purchasing related travel savings.
- 3.17 The Economy service restructure carries a 'part year' risk of savings not being achieved of around £0.1m; this includes an element of business as usual activity.
- 3.18 There is some risk (£36k) of vacancy management savings not being achieved in the Coast and Countryside service.
- 3.19 The 'Way we Work' property savings programme is progressing well but the risk of not achieving the full savings required is around £0.1m. However there is a £0.4m risk relating to the recalculation of the overall level of savings achievable from the property portfolio relating in particular to 2018/19.
- 3.20 As part of business as usual there is a risk (£0.1m) of Repairs and Maintenance fee income reducing due to a shrinking capital programme.

Partnerships

- 3.21 Dorset Waste Partnership – (The County Council share of the forecast under spend is £0.165m). The principle items being higher than anticipated inflation being more than balanced out by a continuing favourable recyclates market.
- 3.22 Public Health – the Public Health grant was reduced by 2.5% for 2017/18 and currently stands at £34.288m across Dorset. The service is predicted to spend to budget in 2017/18.

4 Starting position for MTFP 2017/18

- 4.1 Budget 2017/18 was balanced through the use of £2.8m of one-off funding from the collection fund surplus and a further £1m flexible use of capital receipts, as per the strategy approved by Cabinet in 29016/17. The development of the budget is not covered further here, but previous Cabinet MTFP papers are available for reference. The conclusion of the 2017/18 budget round left us with the remaining budget gaps across the planning period.

<u>Provisional budget summaries for 2017/18 to 2019/20</u>					
<i>Assumed council tax increase</i>			4.99%	4.99%	1.99%
<i>Band D equivalent tax</i>			£1,326.87	£1,393.11	£1,420.83
			2017/18	2018/19	2019/20
			£M	£M	£M
Previous year's budget			264.9	264.1	266.2
Move in specific grants applied as general funding			0.1	2.6	2.4
Commitments provided for:					
- Resource Allocation Model			2.0	2.6	3.1
- Other central commitments			15.8	8.4	10.0
- Collection Fund surplus			3.5		
Total budget requirement before savings			286.2	277.7	281.7
Estimated budget available			264.1	266.2	265.8
Savings required	3-year total:	-49.4	-22.1	-11.5	-15.9
Savings found by:					
- Forward Together programme			-18.3	-9.5	
- Use of Collection Fund/Balances (One Off)			-2.8	-0.8	-0.5
- Use of Capital Receipts (One Off)			-1.0	-1.0	
- Remainder still to be found to avoid scaling			0.0	-0.2	-15.4

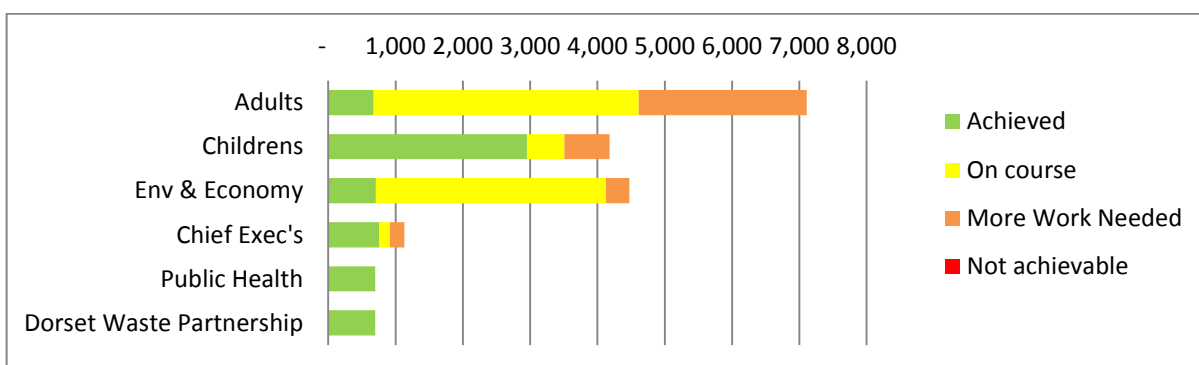
- 4.2 Delivering the Forward Together savings is critical to the financial performance for the year and to our future viability. The 2016/17 overspend left the balance on the general fund at £12.3m – above the lower end of our operating range (£10m) but without capacity to absorb an overspend of the magnitude currently being forecast.
- 4.3 Of the current overspend being forecast, £2.8m of this is due to shortfall against Forward Together savings while the remainder is attributable to other, core budget pressures which Directors are currently formulating plans to deal with.
- 4.4 As well as additional plans for savings, it is becoming clear, even at this early stage of the year, that there are certain parts of the organisation which will simply not be able to meet their budget targets this year. The budget for children in care, for example, is already so heavily over-committed that it will not be possible to pull this back in the current financial year. We must therefore start to make plans to accommodate a level of overspend in the current year and think critically about more achievable, realistic targets for the Children's Services budget this year, which can serve as a more stable, reliable platform upon which we can build the 2018/19 budget.
- 4.5 It is suggested that the Budget Strategy Group is reconvened with cross-party Membership to consider these plans as well as them being considered through the usual overview and scrutiny route (most crucially through Audit & Governance). Budget Strategy Group can then also consider the other matters which need to be taken forward as part of the MTFP and budget process this year, some of which are dealt with in section 6 of this report.

5 Forward Together

5.1 The FT programme continues to be monitored by the FT Board and the financial implications of the programme are also reported through CPMI.

5.2 The latest Board report indicates that of the £18.3m savings targeted for delivery in 2017/18, the following progress is being made. Of the £3.7m where more work is needed, £2.8m is included in the forecast overspend at this stage.

2017/18		Assessment of Savings achievement			
Savings measure	£000's	Achieved	On course	More Work Needed	Not achievable
		£000's	£000's	£000's	£000's
Adults	7,110	675	3,935	2,500	-
Childrens	4,179	2,953	558	668	-
Env & Economy	4,473	707	3,419	347	-
Chief Exec's	1,132	762	156	214	-
Public Health	700	700	-	-	-
Dorset Waste Partnership	700	700	-	-	-
Summary - All Savings 2017/18	18,294	6,497	8,068	3,729	-



5.3 At present, the 2018/19 figures are work in progress as the details are still to be finalised by DLTs and CLT and agreed by Cabinet. The table at 4.1 currently assumes £9.5m of savings will be delivered through the FT Programme while the 2018/19 programme is actually targeting a higher total value. Given the potential for some savings not to be progressed and the risk that some may under-deliver, it would seem prudent to pursue a higher level savings than is need to balance the budget. This also allows scope to deal with in-year budget pressures as they arise.

2018/19 - outline only yet to be approved by Members		Assessment of Savings achievement			
Savings measure	£000's	Achieved	On course	More Work Needed	Not achievable
		£000's	£000's	£000's	£000's
Adults	6,600	-	1,682	4,918	-
Childrens	1,650	-	-	600	1,050
Env & Economy	2,424	-	-	1,874	550
Chief Exec's	350	-	50	300	-
Public Health	-	-	-	-	-
Dorset Waste Partnership	300	-	300	-	-
Summary - All Savings 2018/19	11,324	-	2,032	7,692	1,600

6 Issues and risks impacting on the MTFP

General Election 2017

- 6.1 The recent news of the general election on June 8th casts a shadow over much of the work we have carried out on the MTFP to date. We are unsure, at this stage what impact the election will have on several, key aspects of our financial strategy.
- 6.2 What we do know (or suspect), is that the incoming Government will have a new, five-year term. Depending on the new Government's mandate, this could prompt an emergency budget and/or a new comprehensive spending review. It could also mean that previously agreed, four-year funding deals are set aside in favour of alternative funding strategies, none of which can be anticipated at this time. It might also mean further austerity measures are implemented in order to return the UK to a balanced, national budget, according to a different set of political or fiscal targets.

Business Rates Retention Scheme

- 6.3 In 2015, the Government made the commitment to local government retaining 100% of its business rates by the end of the Parliament. The announcement of the general election means uncertainty over not just the timing, but the potential that 100% retention model may not be pursued at all. Whilst the election itself does not derail the work, there are concerns in the sector that the model is proving difficult to develop and there is inbuilt tension between the work streams aiming to assess relative needs and the desire to retain growth in business rates. It is too early to be clear what work might continue in this area but Members will be updated as soon as matters become clearer.

Academies

- 6.4 The number of schools requesting to convert to academy has slowed. Five schools converted during 2016/17, bringing the total number to 59. Ten further schools have notified of their intention to convert during 2017/18.
- 6.5 There are 116 maintained schools under County Council control. The overall surpluses of these schools is £5.567m, made up of 20 schools who have deficits of £1.626m and 96 schools with surpluses of £7.193m. Overall, net surpluses have reduced from £7.9m at the start of the year, of which the deficit amount was £1.466m. There are risks associated with schools with deficits, which have poor Ofsted inspections and which are required to convert to academy under sponsorship. In this situation any school with a deficit that converts to a sponsored academy leaves their deficit with the County Council. There is a provision that has been set aside for this that has been risk-adjusted. There are currently two schools - with combined deficits of £126k - that are in the process of converting under sponsorship. These schools are unlikely to have reduced their deficits between now and their expected conversion dates and both have been issued with notices of financial concern. Officers continue to work proactively with them to reduce the deficit by as much as possible prior to conversion.
- 6.6 There are clear funding pressures within schools and this, coupled with the current OFSTED inspection regime increases the risk of more sponsored academy conversions of schools with deficits. We must therefore give careful consideration to the size of the provision and whether it is adequate to protect the organisation from the risks of sponsored conversions.

Education Services Grant (ESG)

- 6.7 ESG is being phased-out from August 2017. The final allocation was £987k for April to August 2017. ESG is intended to fund the County Council's statutory responsibilities in relation to supporting schools. Many of these statutory responsibilities were due to be removed as part of the Education white paper, which was withdrawn, however, the reduction in ESG has still taken place. Some of the ESG funding was transferred to the Dedicated Schools Grant (DSG), with Local Authorities required to seek the permission of their local Schools' Forum to claw back to cover the central education costs. Dorset's allocation for 2017/18 was £807k to which the Forum agreed to pass back to the County Council. In addition there was a School Improvement Grant, worth £220k that has been passed to Dorset to cover some of the work required that was previously funded from ESG. In total therefore ESG related funding for 2017/18 is £2,014k. A reduction from the £3.6m received in 2016/17.

Specific budget pressures

- 6.8 Section 3 covers the budget pressures emerging in 2017/18 and monthly CPMI and future MTFP update reports will continue to keep members informed of progress in dealing with these strains.

Confirmation of grants

- 6.9 Most of our grants have turned out as budgeted, with the exception of the Extended Rights to Free Travel funding stream which showed a small improvement over what was expected.

Better Care Fund and Improved BCF

- 6.10 The national planning guidance and approval process for the BCF 2017–19 has still not been fully published and it is not clear when this will be available. In addition, further funds for adult social care have been allocated to local authorities to relieve pressure on adult social care but are subject to the BCF approval process. Local Authorities have been advised to develop and implement investment plans for these monies in conjunction with CCGs in advance of notification of any national and regional sign-off of overall BCF plans.
- 6.11 The Improved Better Care Fund monies amount to an additional £7.4m in 2017/18, £9.8m in 2018/19 and £11.750m in 2019/20.
- 6.12 The majority of resources for the Better Care Fund come from existing activity. It is not new/additional funding within the health and social care system. Consequently, the focus of the BCF is to change that activity to improve outcomes and effectiveness. However, in 2017/18 the Clinical Commissioning Group reduced its financial commitment within the BCF by 938k which had a potential impact on a number of services which supported hospital discharge. Dorset County Council used the equivalent amount of the notified additional social care monies to maintain these services.
- 6.13 The additional BCF monies allocated to adult social care must be invested in the following areas:
- Meet adult social care needs
 - Reduce pressures on the NHS, including supporting people to be discharged from hospital when they are ready

- Ensure the local care market is supported
- 6.14 A report is being taken to the Health & Wellbeing Board to agree how the monies will be allocated.

Local Govt Pension Scheme

- 6.15 Previous MTFP iterations have incorporated additional funding for rising costs of the LGPS. Given the actuary's most recent report and the rates advised up to the end of 2021/22, it is likely that we will need to provide additional budget to cover these pressures. The employer's combined, current and past service deficit recovery rate for 2017/18 is 21.5% but over the next four years this will increase to 25%.

Flexible use of capital receipts

- 6.16 In the Autumn Statement 2015, the Chancellor announced changes to the rules for the use of capital receipts. For a three-year period from 1 April 2016, authorities are able to spend revenue generated from selling fixed assets to fund the cost of improvements to services. Cabinet subsequently agreed a revised, flexible capital receipts strategy in January 2017, allowing up to £3m to be used this way over the three years to 31 March 2019. £1.4m of the £3m total was applied this way in 2016/17.
- 6.17 It is possible that the combination of budget pressures and the need to invest resources in our future organisation might trigger a requirement to raise this figure above the current £3m total. As work progresses on the MTFP and budget for 2018/19, Members will be kept involved of the potential need to increase this total above £3m. Formal approval to increase the total will be sought if the requirement arises. In the meantime, as a precautionary measure, an additional £2m of anticipated capital receipts have been earmarked for use in this way.

Contingency

- 6.18 The contingency budget stands at £2.9m for 2017/18. Contingency is the first call for costs that have not been anticipated in base budgets during the year and which cannot be absorbed within Directorate budgets. Typically, redundancy is a significant component of the charge to the contingency budget each year. If Cabinet is minded to agree to additional, flexible use of capital receipts, it is likely that some of the contingency budget could be used to meet other commitments on a one-off basis.

Underlying budget assumptions review

- 6.19 A review of underpinning budget assumptions is a fundamental part of every MTFP process and 2018/19 will be no exception. Areas where we must revisit assumptions around funding or spending include the following examples:
- our capital financing requirements and their impact on the revenue budget
 - review of the use of the social care precept and other adult social care funding alongside provision through existing Resource Allocation Model (RAM) factors
 - inclusion and use of improved better care fund monies and the extent to which it might provide for pressures already factored into the MTFP
 - pay, prices, inflation and demographic factors
 - availability and application of flexible capital receipts
 - likely rate of growth in the council tax base and surpluses on collection funds.

7 Summary












- 7.1 There are considerable challenges ahead. It is recommended that we reconvene the Budget Strategy Group to review assumptions and challenge future Directorate transformation and savings plans. Even at this early stage of the year, it appears that Children's Services will overspend significantly without the planned reduction in the operating numbers reported in section 3. We need to revisit those targets and agree what progress can realistically be made this year so we understand any possible impact on the planning position for 2018/19.
- 7.2 Three years are at risk; 17/18 where we are simultaneously overspending on base budget and falling behind with FT savings; 18/19 for which we have not yet confirmed the FT plan and 19/20 which has a significant savings target caused mainly by our negative RSG and the potential for this not to be resolved satisfactorily due to uncertainty around the election and work around BRR100%.
- 7.3 There are a number of issues to be worked through as part of the development of the MTFP and budget strategy, including material areas such inclusion of the rest of the BCF monies and the associated spend. Only once we have concluded this work will we be clearer on how significant our residual budget gap is for the current year whilst simultaneously taking action to deliver in-year savings against a backdrop of increasing demand and overspending budgets in Children's and Adults Services.

Richard Bates
Chief Financial Officer
June 2017

Appendix 1

Savings Measure	17/18	Forward Together Current RAG rating Green - Achieved Yellow - On course Amber - More work required Red - unlikely to achieve	
Adult & Community Services			
Managing our Income	1,000,000	Yellow	
Adult Social Care Operations Delivery (including Dorset care at	4,260,000	Amber	
Directorate Vacancy Factor	500,000	Yellow	
Pathway Modernisation and Demand Management (including Early Help)	450,000	Yellow	
Digital and Role of Technology (Including self-enabled care and telecare)	400,000	Yellow	
Maturing our LATC including modernisation of building based day services & Reduction ASC service delivery in non-eligible Care Act areas	500,000	Yellow	
	7,110,000		

Savings Measure	17/18	Forward Together Current RAG rating Green - Achieved Yellow - On course Amber - More work required Red - unlikely to achieve	
Chief Executives Department			
Adjustment to VCSE funding	50,000	Green	
Cross Cutting Directorate Challenge	130,000	Green	
Management Changes in HR	50,000	Green	
Restructure of Financial Services	100,000	Green	
Cross Directorate Support Services Transformation	305,000	Green	
HR Process Reviews	92,000	Green	
HR Advisory Services	35,000	Green	
Membership of Members in Local Government Pension Scheme	56,000	Yellow	
Corporate Development - Reduction of posts within structure and vacancy management	50,000	Yellow	
Financial Services process Improvements	50,000	Yellow	
HR Learning and Organisational Development Review	100,000	Amber	
Review of Legal Services	50,000	Amber	
HR Process Reviews	8,000	Amber	
HR Advisory Services	35,000	Amber	
Review of Business Support Model (part transferred to HR)	21,000	Amber	
	1,132,000		

Savings Measure	17/18	Forward Together Current RAG rating Green - Achieved Yellow - On course Amber - More work required Red - unlikely to achieve	
Children's Services	£		
Youth Savings - the full year effect of the successful implementation of the review in 2016/17.	250,000	Green	
Review of Care and Support - released efficiencies, full year effect of savings.	580,000	Green	
Review of contracts and grants.	271,000	Green	
The freezing of price inflation on all non staff budgets.	219,000	Green	
Review of vacancy factors and increase in line with experience and proactive management of vacancies.	697,000	Green	
In depth review of all budgets from a zero based approach, to rationalise and consolidate savings across the Directorate.	815,600	Green	
One off saving in relation to holding the AD for Prevention and Partnerships vacant and funding the interim arrangements via grant.	120,000	Green	
Increased Income from services that are already trading - full cost recovery.	308,000	Yellow	
Commissioning review of Children's Centres within the new Family Partnership Zones, in line with contract expiries.	250,000	Yellow	
Income from charging for services not previously charged for, such as charging schools for the work relating to academy conversions, expansion of the Education Psychology service in response to demand from schools, charging for non statutory elements of the school attendance service.	293,000	Amber	
Review of Directorate and associated support functions in light of the reductions in the Education Services Grant.	375,000	Amber	
	4,178,600		

Savings Measure	17/18	Forward Together Current RAG rating Green - Achieved Yellow - On course Amber - More work required Red - unlikely to achieve
Environment and Economy	£	
Environment Planning and Transport service efficiencies	39,000	Yellow
Dorset Travel Operations - Holistic Transport phase 2	1,320,000	Amber
Coast and Countryside - Verges and Country Parks	50,000	Yellow
Technical Services - additional income	26,000	Yellow
County Buildings - staff car parking income	68,000	Green
R&M Delivery efficiencies	50,000	Yellow
Parking Services	70,000	Yellow
Construction Delivery	50,000	Green
ICT - Wide Area Network and Telephony	300,000	Yellow
ICT - Customer Service Unit	140,000	Green
'Way We Work' - property savings	384,000	Amber
Business Support Unit - service efficiencies	91,000	Yellow
Coast and Countryside - including review of Grounds Maintenance	145,000	Yellow
County Buildings - including facilities management review	90,000	Yellow
Regulation	80,000	Green
Emergency Planning	1,000	Green
Economy Services - restructures	226,000	Amber
Directorate vacancy factor	349,000	Amber
Winter Maintenance - revised strategy	232,000	Green
Highways and Fleet (parts) service review	136,000	Green
Property Asset Transfer to Joint Venture	92,000	Yellow
ICT - Service Review	449,000	Yellow
Estates and Assets - service efficiencies	36,000	Yellow
Coast and Countryside - service efficiencies	49,000	Yellow
	4,473,000	

Total Transformation Savings	16,893,600	
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Not part of main DCC Transformation Programme -

Savings Measure	17/18	Forward Together Current RAG rating Green - Achieved Yellow - On course Amber - More work required Red - unlikely to achieve
Dorset Waste Partnership	£	
Savings agreed by the DWP Joint Committee (Dorset County Council share)	700,000	Green
Public Health		
Savings agreed by the Joint Public Health Board (Dorset County Council share)	700,000	Green

Total Savings	18,293,600
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Appendix 2

Savings Measure	18/19	Forward Together RAG rating Green - Achieved Yellow - On course Amber - More work required Red - Currently unlikely to be achieved	
Adult & Community Services			
Managing our Income	800,000	Yellow	
Increased income & efficiencies in Early Help & Community Services	100,000	Yellow	
Maturing our LATC including modernisation of building based day	2,500,000	Amber	
Pathway Modernisation and Demand Management (including Early Help and Carers)	1,100,000	Amber	
Workforce Efficiency	800,000	Amber	
Reshaping third sector partnerships	300,000	Amber	
Maximising efficiency in housing related support	1,000,000	Yellow	
	6,600,000		

Savings Measure	18/19	Forward Together RAG rating Green - Achieved Yellow - On course Amber - More work required Red - Currently unlikely to be achieved	
Chief Executives Department			
Early retirement costs	50,000	Yellow	
Review of South West Audit Partnership (SWAP) days	15,000	Amber	
Human Resources	65,000	Amber	
Review of Communications	50,000	Amber	
Financial Services	55,000	Amber	
Review of Programme Office	60,000	Amber	
Additional PCP funding	5,000	Amber	
Cross Department Efficiencies	50,000	Amber	
	350,000		

Savings Measure	18/19	Forward Together RAG rating Green - Achieved Yellow - On course Amber - More work required Red - Currently unlikely to be achieved	
Children's Services	£		
Commissioning review of Children's Centres	250,000	Amber	
New income streams	100,000	Amber	
Review of support functions following ESG reductions	250,000	Amber	
Savings to be identified to fund increments	450,000	Red	
<i>additional target to be identified</i>	600,000	Red	
	1,650,000		

Savings Measure	18/19	Forward Together RAG rating Green - Achieved Yellow - On course Amber - More work required Red - Currently unlikely to be achieved	
Environment and Economy	£		
Way we work property programme - rationalisation of property	900,000	Red	
Estate & Assets - additional income and property service changes	155,000	Amber	
Coast & Countryside - additional income, non-pay efficiencies and grant reductions	175,000	Amber	
Highways - additional income, operational efficiencies and innovations	355,000	Amber	
Dorset Travel - additional income, fleet efficiencies and innovations	170,000	Amber	
Economy, Planning and Transport - additional income and staffing efficiencies	184,000	Amber	
ICT – System licencing, maintenance and support options	150,000	Red	
ICT – Beneficial effect of 2017/18 service efficiencies on 2018/19	275,000	Amber	
Management savings	60,000	Amber	
Total savings required	2,424,000		
Total Transformation Savings	11,024,000		

Not part of main DCC Transformation Programme -

Savings Measure	18/19	Forward Together RAG rating Green - Achieved Yellow - On course Amber - More work required Red - Currently unlikely to be achieved	
	£		
Dorset Waste Partnership	300,000	Yellow	
Public Health	0		
Total Transformation Savings	11,324,000		

Recommendation from Regulatory Committee - 1 June 2017

Dorchester Transport and Environment Plan (DTEP) - Proposed waiting restrictions in High West Street/ High East Street, Dorchester

36 *(Councillor Mary Penfold confirmed that as she had previously been instrumental in consideration of the DTEP scheme as a West Dorset District Councillor she would play no part in the discussion of this item and left the Committee Room for the duration of consideration of the item)*

The Committee considered a report by the Service Director – Highways and Emergency Planning which explained the proposals to introduce waiting and loading restrictions on High West Street and High East Street, Dorchester as part of an enhancement scheme for the town centre, in contributing towards traffic management improvements as part of the Dorchester Transport and Environment Plan (DTEP). Following Cabinet's decision to pare back the original DTEP scheme, certain key elements of DTEP, such as these improvement works, continued to be progressed.

Members were informed that the proposals were designed to remove the existing 'Pay and Display' parking on the northern side of High West Street - between Glyde Path Road and Trinity Street - and to widen the footway, in order to accommodate a disabled access to the Shire Hall Heritage Centre and improve its setting within the townscape. The introduction of a peak-time loading ban along both high streets, between their junctions with Alington Street and Icen Way, was also being proposed in order to reduce traffic congestion and thereby contribute towards the improvement of air quality over that length.

Advertisement of the proposals had resulted in an objection and representations being received and given this there was an obligation for Committee to decide on how to proceed. Accordingly, the Committee was now being asked to give these due consideration and whether the proposed restrictions should be recommended to Cabinet for implementation, as advertised. The objection received considered that the proposed arrangements would be detrimental to their ability to load and unload in the vicinity of their property and their needs would be best served by dedicated parking bays for residents only. However officers considered that the proposals were, on balance, the best achievable in meeting competing needs and addressed the issues being experienced.

With the aid of a visual presentation, officers explained the reasoning behind the need to impose the loading and waiting restrictions and the basis of the objection and representations received. Photographs and plans were shown to the Committee by way of illustration. These showed where the proposals would be situated, the character of the roads, their setting within the townscape and the relationship between the roads and commercial and residential properties. How the improvements were designed to benefit road capacity along the high street, particularly during peak traffic periods, and enhance the setting of the historic listed buildings alongside the road were described.

Officers confirmed that the proposed measures were necessary in order to realise the scheme's objective of improving access for all road users, particularly taking into account the needs of vulnerable road users and would benefit the unimpeded flow of traffic, as far as was practicable, through the town centre.

The Committee were informed that the Scheme had been endorsed by County, District and Town councils and had the support of the two Dorchester local

Recommendation from Regulatory Committee - 1 June 2017

members, Richard Biggs and Andy Canning, the latter in his capacity as Chairman of the DTEP Project Working Group.

Members were provided with the opportunity to ask questions of the officer's presentation and took this opportunity to have their understanding of what the proposals entailed clarified.

Having considered the objection and representations received, the Committee understood the need for, and the reasoning behind, the proposals and what benefits they would bring to the capacity of the highway through the town centre and the aesthetic enhancements that would be made to its historic setting. They acknowledged that as an integral part of this scheme being successful, there would need to be effective enforcement of the restrictions and officers confirmed that this would be the case. On that basis, and on being put to the vote, it was

Recommended

That Cabinet be asked to approve the waiting and loading restrictions for High West Street and High East Street, Dorchester, as advertised.

Reason for Recommendation

The proposals would allow construction of a disabled access to the Shire Hall Heritage Centre without obstructing through flow of pedestrians on the footway and improve the flow of traffic in the high street at peak periods which should provide some improvement to air quality.

Regulatory Committee

Dorset County Council



Date of Meeting	1 June 2017
Officer	Andrew Martin – Service Director Highways & Emergency Planning
Subject of Report	Dorchester Transport and Environment Plan (DTEP) Proposed Waiting Restrictions in Dorchester High Street
Executive Summary	<p>In 2003 the County Council agreed with Dorchester Town Council and West Dorset District Council to prepare a plan to enhance the public realm and reduce the negative impacts of traffic. As the plan was developed maintenance and improvement works at various locations in Dorchester were put on hold. In late 2013 public consultation was held on a scheme proposal, which would provide one-way traffic flow in the High Street, but this was not found to be publically acceptable.</p> <p>In September 2014, Cabinet resolved that elements of DTEP that include deferred maintenance and improvement works, plus some environmental enhancements, but exclude one-way traffic in the High Street, be progressed. This included refurbishment of the High West Street / Trinity Street traffic signals and improvement of the setting of the proposed Shire Hall Heritage Centre. A Local Member Led Project Working Group was set up to oversee development of the project with representation from County, District and Town Councils.</p> <p>The proposal is to remove the existing 'Pay and Display' parking on the north side of High West Street between Glyde Path Road and Trinity Street and to widen the footway, in order to accommodate a disabled access to Shire Hall and improve its setting. Also, to introduce a peak-time loading ban in the high street, between its junctions with Alington Street and Icen Way, in order to reduce traffic delays and thereby improve air quality. Following advertising of the proposed changes, one message of support, one objection and one representation have been received. This report considers those responses and whether the proposals should be implemented as advertised.</p>

Proposed Waiting Restrictions in Dorchester High Street

<p>Impact Assessment:</p>	<p>Equalities Impact Assessment:</p> <p>An equalities impact assessment has been carried out for this scheme which concluded that there will be no discriminatory or negative consequences for any sector of the community on the grounds of race, gender, disability, faith, sexuality or age.</p> <p>The proposals seek to improve the streetscape visually, provide disabled access to the new Shire Hall Heritage Centre without obstructing the through flow of pedestrians along the northern footway of High West Street and improve air quality. This will particularly benefit the young, elderly, infirm and disabled, but will cause some inconvenience to a disabled resident living in Grey School Passage.</p> <hr/> <p>Use of Evidence:</p> <p>Traffic survey data has been collected and public consultation undertaken. Local Members, Town and District Councils and the Police support the proposals.</p> <hr/> <p>Budget:</p> <p>The overall budget for the project is £3.632 million including contributions from West Dorset District Council, Dorchester Town Council and developer payments relating to the Poundbury, Brewery Square and heritage centre developments. The estimated cost of the works on the High Street, between Glyde Path Road and the Trinity Street Junction, is approximately £326,000, including design and preparation costs.</p> <hr/> <p>Risk Assessment:</p> <p>Having considered the risks associated with this decision using the County Council's approved risk management methodology, the level of risk has been identified as: Current Risk: MEDIUM Residual Risk: MEDIUM</p> <p>However, the level of risk will reduce as the likelihood of the risks being realised will reduce following completion of the scheme.</p> <hr/> <p>Other Implications:</p> <p>The scheme will update the signal equipment surrounding Trinity Street junction to low voltage / low energy use.</p>
<p>Recommendation</p>	<p>That having considered the objections received, Cabinet be recommended to approve the proposed waiting restrictions and peak-time loading ban as advertised.</p>

Proposed Waiting Restrictions in Dorchester High Street

Reason for Recommendation	The proposals will allow construction of a disabled access to the Shire Hall Heritage Centre without obstructing through flow of pedestrians on the footway and improve the flow of traffic in the high street at peak periods which should provide some improvement to air quality.
Appendices	Appendix 1 - Plan Showing Proposed Changes to Waiting Restrictions and Peak-time Loading Ban Appendix 2 - Plan of Proposed Works at High West St / Trinity St Junction
Background Papers	<ol style="list-style-type: none">1. The responses to the Order Public advertisement as outlined in Para 4.2 are available to view in the Members Room.2. Primary consultation responses from the District and Town Councils, Dorset Police and the local County Councillors are held on file in the Environment and the Economy Directorate.
Officer Contact	Name: Paul Hannam Tel: 01305 225325 Email: p.l.hannam@dorsetcc.gov.uk

1 Background

- 1.1 In 2003 the County Council agreed with Dorchester Town Council and West Dorset District Council to prepare a plan to enhance the public realm and reduce the negative impacts of traffic. As the plan was developed maintenance and improvement works at various locations in Dorchester were put on hold. In late 2013 public consultation was held on a scheme proposal, which would provide one-way traffic flow in the High Street, but this was not found to be publically acceptable.
- 1.2 In September 2014, Cabinet resolved that elements of DTEP that include deferred maintenance and improvement works, plus some environmental enhancements, but exclude one-way traffic in the High Street be progressed. This included refurbishment of the High West Street / Trinity Street traffic signals and improvement of the setting of the proposed Shire Hall Heritage Centre.
- 1.3 A Local Member Led Project Working Group comprising members and officers of the County, District and Town Councils was set up to oversee development of the project.
- 1.4 Following a decision by West Dorset District Council in December 2015 to defer support for a link road affecting Fairfield car park, in February 2016 Cabinet again resolved to progress design and construction of improvements at High West Street / Trinity Street Junction and the other locations identified in the revised DTEP project.
- 1.5 The proposals put to public consultation in 2013 had included restriction in traffic on the high street to one-way between Top o' Town and Church Street, with improvements being made to the footways throughout this length and Glyde Path Road being closed to motorised traffic. The resulting changes in traffic flow would have improved air quality in the high street where it is already unacceptably poor, without seriously affecting other areas of the town. Rejection of this scheme means that the air quality problems in the high street remain and for this reason the Working Group asked for proposals to be developed to mitigate the problem. This resulted in the proposal to ban loading and unloading of vehicles at peak traffic times, in order to keep traffic moving without significantly disadvantaging businesses.
- 1.6 The Working Group also decided to widen the footway outside Shire Hall and Stratton House to improve the streetscape and the setting of these historic buildings and permit provision of a disabled access to Shire Hall without obstructing through flow of pedestrians. Widening the footway means that it will no longer be possible to provide 'Pay and Display' parking in this area.
- 1.7 In addition, the Working Group decided that the closure of the narrow section of Glyde Path Road to motorised traffic should be retained, to improve safety for pedestrians and to provide a cycle link northward from High West Street.
- 1.8 The proposed removal of the 'Pay and Display' parking and replacement with 'No Waiting at Any Time', together with introduction of a loading/unloading ban was advertised for public consultation on 23 February 2017. The objection period closed on 16 March 2017, during which one message of support, one objection and one representation were received. This report considers the objection and the representation and whether the proposed waiting restrictions should be implemented as advertised.
- 1.9 In conjunction with the revision of waiting restrictions, the permanent closure of Glyde Path Road to motorised traffic over a distance of about 40 metres from the junction with High West Street and the revocation of the existing 'No entry' from High

West Street were also advertised. There was only one response, an expression of support. Making of this order will therefore be progressed under delegated powers.

- 1.10 The Director for Environment and Economy had declared a personal interest in the scheme put to consultation, the subsequent Cabinet decisions and the current DTEP proposals, because he lives in Dorchester on a road that could be impacted by some of the proposals. He has taken no part in the development of the project and the portfolio holder has dealt directly with the design team manager, service manager and head of service. Nevertheless, the Director for Environment and Economy remains the nominal Lead Director.

2 Information

- 2.1 Development of a heritage centre in the historic Shire Hall commenced in Autumn 2016.
- 2.2 The works require a level access off High West Street for disabled visitors. In order to provide this access without constructing a ramp on the footway, which would obstruct through flow of pedestrians, it is necessary to widen the footway and reduce the carriageway width. As a result, it will no longer be possible to permit 'Pay and Display' parking between Glyde Path Road and Trinity Street. Removal of the parking will also enhance the setting of the Grade 1 listed building (Shire Hall) and the adjacent Grade 2 listed buildings. The order seeks to introduce 'no waiting at any time' along the length of road where parking is currently permitted.
- 2.3 West Dorset District Council monitors air quality at various locations in the high street. Over recent years this has been shown to be close to or slightly above level at which action should be taken to reduce pollution and an Air Quality Management Area (AQMA) has been designated in lower High East Street. The DTEP proposal put to public consultation in 2013 sought to introduce one-way traffic in the high street between Top o' Town and Church Street. This would have improved air quality throughout the high street without substantially reducing air quality in other areas of the town. When the proposal failed to get sufficient support, it became necessary to find other measures to mitigate the air quality problems.
- 2.4 The proposal to ban loading and unloading over the lengths shown on the plan (Appendix 1) between 8.00 and 9.30am and between 4.00 and 6.00pm will reduce delays at peak periods and keep traffic moving thereby reducing air pollution. Revised signal arrangements at the Trinity Street junction and alterations to the linking of the signals in High East and High West Streets should further assist towards this objective.
- 2.5 The layout of the proposed works in the vicinity of Shire Hall is shown on the plan in Appendix 2.

3 Law

- 3.1 Sections 1 and 2 of the Road Traffic Regulation Act 1984 allow the County Council to make an Order prohibiting or restricting the waiting of vehicles or the loading and unloading of vehicles. The circumstances where an Order may be made include:

For facilitating the passage on the road or any other road of any class of traffic (including pedestrians);

For preserving or improving the amenities of the area through which the roads run.

4 Consultation

- 4.1 Under Dorset County Council’s procedure, primary consultation was carried out on the proposed scheme and it is supported by the Local Members for Dorchester, by West Dorset District Council, by Dorchester Town Council and by the Police.
- 4.2 There were three responses to the public consultation process, which are summarised below.

Respondent and Address	Summary of Response
Resident of Orchard Street, Dorchester	Supports the proposal.
Resident of Grey School Passage, Dorchester	Requested information on the proposal and how this might impact a ‘blue badge holder’.
Residents of High West Street, Dorchester	Object to the proposal. Consider that the restrictions will unduly affect their ability to unload shopping etc. and that three parking bays should be provided for parking by residents only.

- 4.3 The responses consist of one objection from the residents of High West Street, Dorchester, one expression of support and one request for information about possible effects of the proposal to remove the ‘Pay and Display’ parking between Glyde Path Road and Trinity Street.
- 4.4 The objectors are concerned about the loss of the potential ability to park in close proximity to their property in High West Street, by Grey School Passage, and the inconvenience this would create when unloading shopping etc. They feel that previous changes in parking restrictions, which removed residents’ parking from High West Street, affected them unfairly and resulted in them having to park on The Grove. They consider that they should be given special priority for residents’ parking in North Square, although the demand in that zone is oversubscribed.
- 4.5 A resident of Grey School Passage, who is a ‘blue badge holder’, requested information on the proposed works and how the traffic regulation order might affect his ability to park near his property. He decided not to object.

5 DCC Comment on Representations

- 5.1 The objectors’ concerns relate to their ability to park in close proximity to their property, although at present there is no certainty that a parking space will be available in High West Street when they wish to park. The effect of the proposed orders means that they would not be permitted to park outside Shire Hall and Stratton House between 8.00am and 9.30am or between 4.00pm and 6.00pm. Other than at these times they would be permitted to stop (for a short time) on the double yellow lines to load/unload, for example to drop off shopping. The provision of residents’ parking bays is inconsistent with the objectives of the scheme. It would appear from their correspondence that they are objecting because they do not have a residents’ parking permit for North Square.

- 5.2 The 'blue badge holder' will undoubtedly be disadvantaged as the existing arrangements allow his vehicle to be parked at any time at a distance of less than 100 metres from his home, provided that a parking space is available. The proposals will virtually double this distance. It would appear from the correspondence that, the blue badge may be utilised to enable his vehicle to be parked in the proposed 'No Waiting' area (subject to the usual restrictions) during periods when the proposed loading ban is not in force. The design team has considered the possibility of providing a dedicated bay for disabled parking at various locations. However, the Local Member Led Project Working Group concluded that there is no suitable location that would provide the respondent with any real benefit.

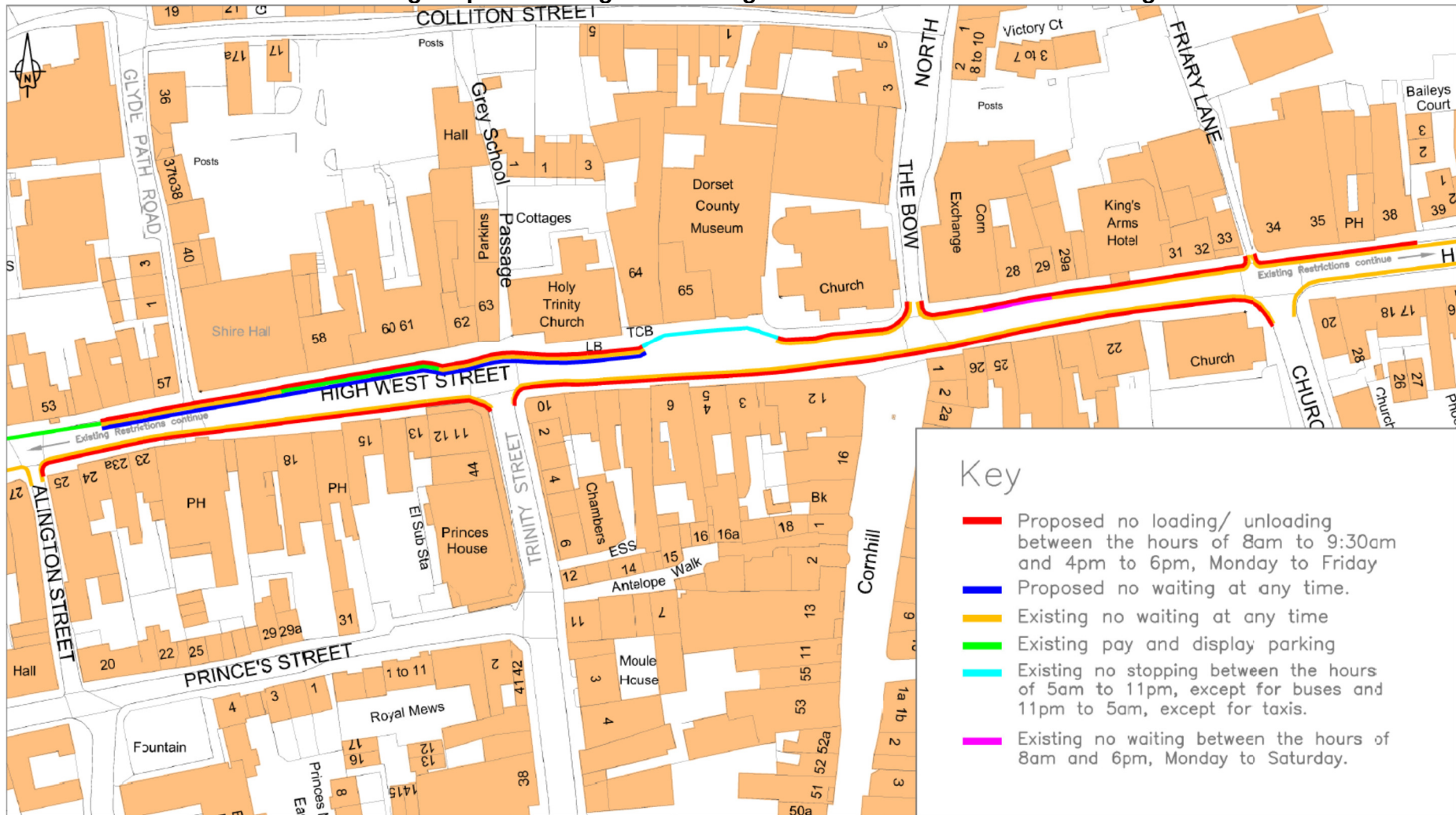
6 Conclusion

- 6.1 The DTEP scheme has been developed as a result of the response to public consultation undertaken in autumn 2013 and subsequent member led community liaison work in 2014.
- 6.2 Having considered the representations submitted, concerns raised have been mitigated, investigated or responded to as detailed in section 5.
- 6.3 The Highway Improvements team considers that the proposed measures are necessary in order to realise the DTEP objectives of: - providing a higher quality environment; protecting and enhancing the historic fabric of the town; increasing pedestrian priority and freedom; and improving access for the elderly and disabled. It therefore asks the Committee to recommend to Cabinet that the order be implemented as advertised.

Andrew Martin

Service Director Highways & Emergency Planning
May 2017

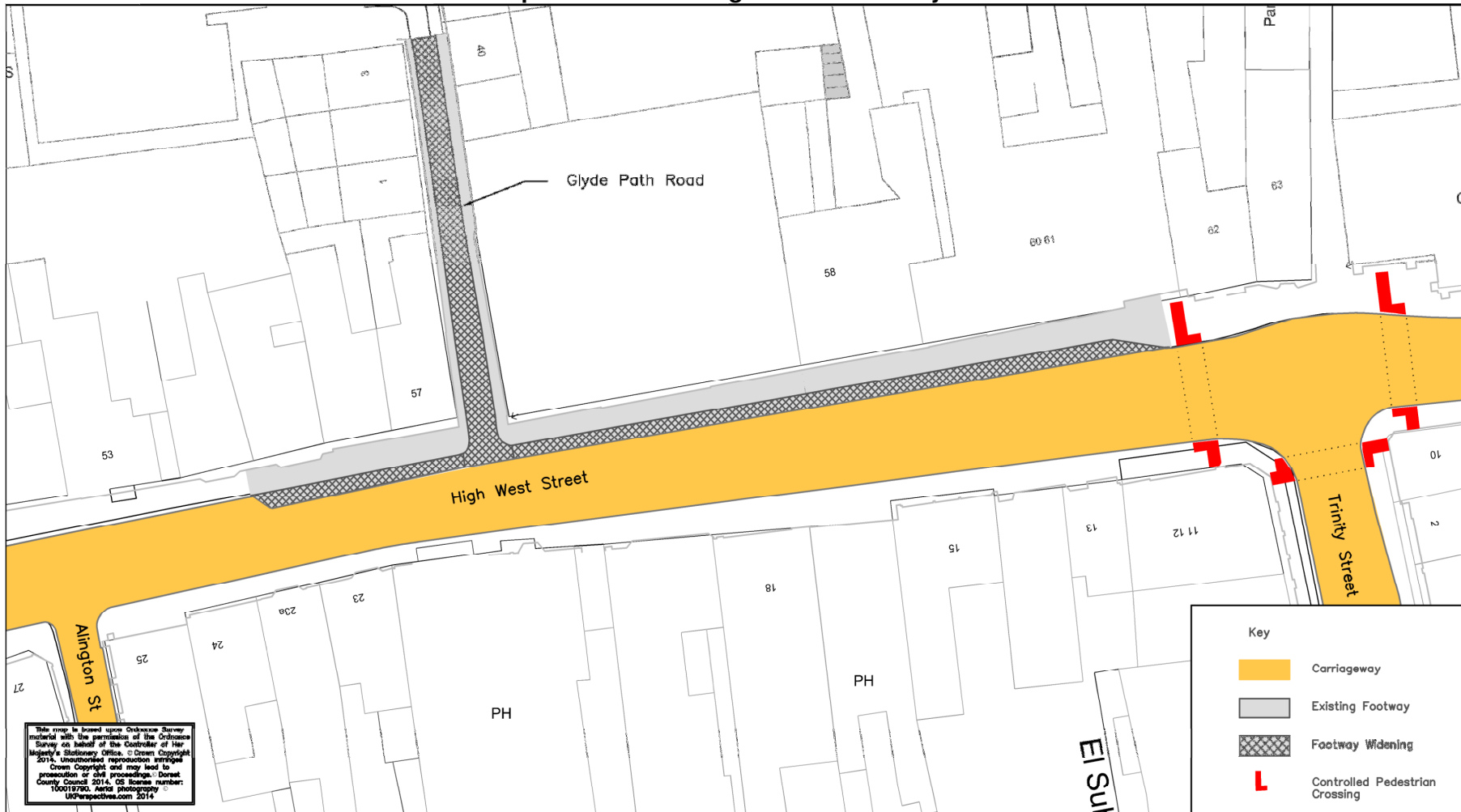
Plan Showing Proposed Changes to Waiting Restrictions and Peak-time Loading Ban



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<p>Dorset County Council ENVIRONMENT AND THE ECONOMY DIRECTORATE Mike Harries Director for Environment and the Economy</p> <p>DORSET HIGHWAYS Andrew Martin Head of Dorset Highways</p>	Project Title <p style="text-align: center;">DORCHESTER TRANSPORT AND ENVIRONMENT PLAN</p>		<p style="font-size: small;">This map is based upon Ordnance Survey material with the permission of the Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. © Crown Copyright, 2004. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Dorset County Council 2004. OS license number: 100019790. Aerial photography © UKrmapdata.com 2003</p>	
	Drawing Title <p style="text-align: center;">HIGH STREET LOADING / UNLOADING RESTRICTION TRAFFIC REGULATION ORDER</p>	Drawing Number <p style="text-align: center;">HI1026/20/01/C</p>		C 13Feb17 B 02Feb17 A 02Mar16 Orig 21Oct15 Rev Date Issue / Remarks Checked
	Scale (A4 Size) <p style="text-align: center;">DO NOT SCALE</p>	Drawn <p style="text-align: center;">ATG</p>		Date <p style="text-align: center;">13 FEB 17</p>

Plan of Proposed Works at High West St / Trinity St Junction



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Key

- Carriageway
- Existing Footway
- Footway Widening
- Controlled Pedestrian Crossing

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 Dorset County Council ENVIRONMENT AND THE ECONOMY DIRECTORATE Mike Harries Director for Environment and the Economy	Project Title				DTEP HIGH STREET_TRINITY STREET JUNCTION			
	Drawing Title			SCHEME LAYOUT		Drawing Number		
DORSET HIGHWAYS Andrew Martin Head of Dorset Highways	Scale (A4 Size)		Drawn	Date	Drawing Status			PHH
	1:500		ATG	11 Apr 17	-			-
		Orig	11 Apr 17					
		Rev	Date	Issue / Remarks	Checked			

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Recommendations from Regulatory Committee - 1 June 2017

Proposed Prohibition and Restriction of Waiting - Various Roads, Wimborne

37 The Committee considered a report by the Service Director - Highways and Emergency Planning on proposals to implement waiting restrictions on various roads in Wimborne on road safety grounds and in the interests of maintaining the free flow of traffic around the roundabout at the Rowlands Hill, Cranfield Avenue and St. John's Hill junction. The proposals were designed to alleviate the on street parking which occurred, for convenience, at that point. Following the proposals being advertised, two objections had been received raising concerns that limiting parking opportunities was detrimental to their parking needs and was considered unnecessary. However officers considered that the proposals were, on balance, the best achievable in meeting competing needs and addressed the issues being experienced. Consequently, the Committee was now being asked to give consideration to those objections and decide whether the proposals should be implemented, as advertised. As no objections to the proposals for East Street and Brook Road had been received as a result of advertisement, the Committee were informed that the implementation of these could be progressed in any event.

With the aid of a visual presentation, officers explained the reasoning behind the need to impose the waiting restrictions and the basis of the objections received. Photographs and plans were shown to the Committee by way of illustration. This showed where the proposals would be situated, the character, configuration and topography of the roads and their setting within the townscape. It also showed the relationship between the roads and commercial and residential properties and the effect that displaced parking was having on the roundabout at the Rowlands Hill, Cranfield Avenue and St. John's Hill junction.

Whilst there was no evidence of any reported accidents around the roundabout, the purpose of the proposals was to deter inconsiderate parking at that point in order to ensure that the junction of St Johns Hill with Cranfield Avenue and at the roundabout was kept clear of parked cars. This was designed to improve visibility, keep this bus route free from unnecessary obstructions and generally improve road safety so that there was no need for vehicles to have to veer to the middle of the road to avoid any obstacle. Furthermore, in order that cars did not park at the request bus stops in St Johns Hill, the proposals extended to include these.

The proposals had been supported by the local members for Colehill West and Wimborne Minster and for Colehill East and Stapehill; Wimborne Minster Town Council and Dorset Police. Councillor Shane Bartlett welcomed the proposals as advertised, considering them to be necessary on the grounds of road safety and moved their acceptance by Committee.

The Committee heard from local resident Tony Worth who was wholly in favour of the proposals being implemented on road safety grounds, particularly in that they were designed to avoid traffic from having to manoeuvre their vehicles to negotiate obstacles that compromised their safe passage.

Members were provided with the opportunity to ask questions of the officer's presentation and took this opportunity to have their understanding of what the proposals entailed clarified. A suggestion was made that a "SLOW" marking be painted on the road, at the crest of Rowland's Hill, to complement the measures being proposed was considered to be beneficial and could be implemented in its own right and was not conditional on the waiting restrictions being implemented.

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Having considered the objections received, the Committee considered that the proposed waiting restrictions were necessary to address the issues being experienced and were both reasonable and proportionate in achieving this. Given this, and taking into account the support of the local county councillors and other primary consultees, on being put to the vote, the Committee considered that the proposals should be implemented as advertised.

Recommended

That Cabinet be asked to approve the proposed prohibition and restriction of waiting on various roads in Wimborne, as advertised.

Reason for Recommendation

The proposals would remove the current inconsiderate and dangerous parking situation at the roundabout and the junctions of Cranfield Avenue, Rowlands Hill, Royston Drive and St John's Hill and would contribute to the Corporate Policy outcomes enabling people to be safe and prosperous.

Regulatory Committee

Dorset County Council



Date of Meeting	1 June 2017
<p><u>Local Members:-</u> Cllr Shane Bartlett - Member for Colehill West & Wimborne Minster Cllr Janet Dover - Member for Colehill East & Stapehill</p> <p><u>Officer</u> Andrew Martin - Service Director - Highways and Emergency Planning</p> <p><u>Lead Case Officer</u> Martin Farnham, Senior Technical Officer, Regulation Team, Dorset Highways</p>	
Subject of Report	Proposed Prohibition and Restriction of Waiting Various Roads Wimborne
Executive Summary	Following the advertising of proposed changes to the existing prohibition and restriction of waiting on various roads In Wimborne, objections have been received from two individuals to these proposals, This report considers those objections, and whether the proposed changes should be implemented as advertised.
Impact Assessment:	Equalities Impact Assessment: The proposed waiting restrictions will have the usual exemption for disabled badge holders.
	<p>Use of Evidence:</p> <p>Site investigations, public consultation and support of Local Member, Town and District Councils and the Police.</p>
	<p>Budget:</p> <p>The cost of making the Order is estimated at £3,000 inclusive of advertising charges.</p>

	<p>Risk Assessment:</p> <p>Having considered the risks associated with this decision using the County Council's approved risk management methodology, the level of risk has been identified as: Current Risk: LOW Residual Risk: LOW</p>
Other Implications	None
Recommendation	That having considered the objections received, Cabinet be recommended to approve the proposed prohibition and restriction of waiting on various roads in Wimborne.
Reason for Recommendation	The proposals will remove the current inconsiderate and dangerous parking situation at the roundabout and the junctions of Cranfield Avenue, Rowlands Hill, Royston Drive and St John's Hill. And contribute to the Corporate Policy out comes enabling people of to be safe and prosperous.
Appendices	Appendix 1 –Plan showing proposals Appendix 2 –Photos of site showing problem parking
Background Papers	<p>The letters of response are available in the Members Room prior to the meeting or in the Regulation Team Office</p> <p>Consultation responses from the District and Town Councils, Dorset Police and the local County Councillors are held on file in the Environment and the Economy Directorate.</p>
Report Originator and Contact	<p>Name: Martin Farnham Senior Technical Officer, Regulation Team, Dorset Highways Tel: 01305 225606 Email: m.c.farnham@dorsetcc.gov.uk</p>

1 Background

- 1.1 In May 2016 we received a request from Wimborne Minster Town Council to consider introducing parking restrictions and no loading restrictions at the Rowlands Hill roundabout and the junctions of St John's Hill and Cranfield Avenue. We already had requests for the removal of double yellow lines in East Street to increase on street limited parking, funded by the Wimborne Bid and the provision of new yellow lines in Brook Street at one of the entrances to the Cobham Mission Systems site, funded by Cobham Mission Systems.
- 1.2 Proposals were advertised for public consultation on 1 December 2016 to introduce new prohibition and restricted parking provision in East Street, Brook Road, Cranfield Avenue, Rowlands Hill, St Johns Hill and Royston Drive. This report considers the responses received.

2 Information

- 2.1 The plan attached at Appendix 1 shows the existing restrictions as well as the proposed new restrictions. Appendix 2 includes photographs supplied by the Town Council which shows examples of the inconsiderate parking that takes place in the area. While the request for new restrictions only related to St John's Hill and Cranfield Road, officers are aware that the introduction of new restrictions does not in itself remove the parking problems they just move them further along the roads in question. Therefore, County Council officers have proposed to extend the affected area beyond the two roads in question.

3 Law

- 3.1 Sections 1 and 2 of the Road Traffic Regulation Act 1984 allow the County Council to make an Order prohibiting or restricting the waiting of vehicles or the unloading of vehicles. The circumstance where an Order may be made include:
 - 3.2 For avoiding danger to persons or other traffic using the road.
 - 3.3 For facilitating the passage on the road of any class of traffic.

4 Consultation

- 4.1 Under Dorset County Council's procedure, primary consultation was carried out on the proposed scheme in October 2016 and was supported at the time by the Local Member for Colehill West & Wimborne Minter, the Local Member for Colehill East & Stapehill, Wimborne Minster Town Council and the Police.
- 4.2 We received no objections to the proposals for East Street and Brook Road and therefore these can be progressed without the need to refer to the Regulatory Committee.
- 4.3 With regard to the proposed new prohibitions and restricted parking for Cranfield Avenue, Rowlands Hill, St Johns Hill and Royston Drive, four letters of support were received along with two letters of objections. These responses are summarised below:

4.4 Responses in support:

Respondent	Summary of Response
1, Resident of Birchdale Road	Supports the proposal for parking restrictions along Cranfield Road.
2, Resident of Wesley Road	Supports the proposed parking restrictions as advertised as the parking of vehicles in the area is in their opinion becoming a danger to drivers.
3, Resident of Oakdene Close	Supports the proposed parking restrictions as advertised as the parked cars in this area have caused by problems for a considerable time.
4, Resident of St Johns Hill	Supports the proposed parking restrictions as advertised.

4.5 Responses in objection:

Respondent	Summary of Response
1, Resident of Cranfield Avenue	Objects to the proposals as the block of flats they live in only has 1 designed off road parking space per flat and only 2 visitor parking spaces. The proposed parking restrictions will have an impact on those residents that have more than 1 car as well as for visitors. The proposal will in their opinion will create unnecessary pressure there is no history of road traffic collisions outside the building and 2 vehicles can pass each other comfortably as long as one side is kept clear. They do agree with the proposal for no parking on the junction of Cranfield Road and St Johns Hill as the present arrangement does let cars park virtually on the junction spoiling any clear view through the junction. They stated that other than the junction the road is rarely busy with parked cars, other than when there are events on in the town and if people are willing to walk a bit further to get free parking then good luck to them. They believe that there has been no history of accidents or even near misses in the area so other than clearing the junction they do not understand why we proposing to carry out these changes.
2, Resident of Hornbeam Way	Objects to the proposals as they had never witnessed any parking that caused any problems. They have lived in the area for over 35 years and have never known of any accident arising from parking in the said roads. They also believe that the proposal will only move parking further along Cranfield Avenue into the Highland Park estate.

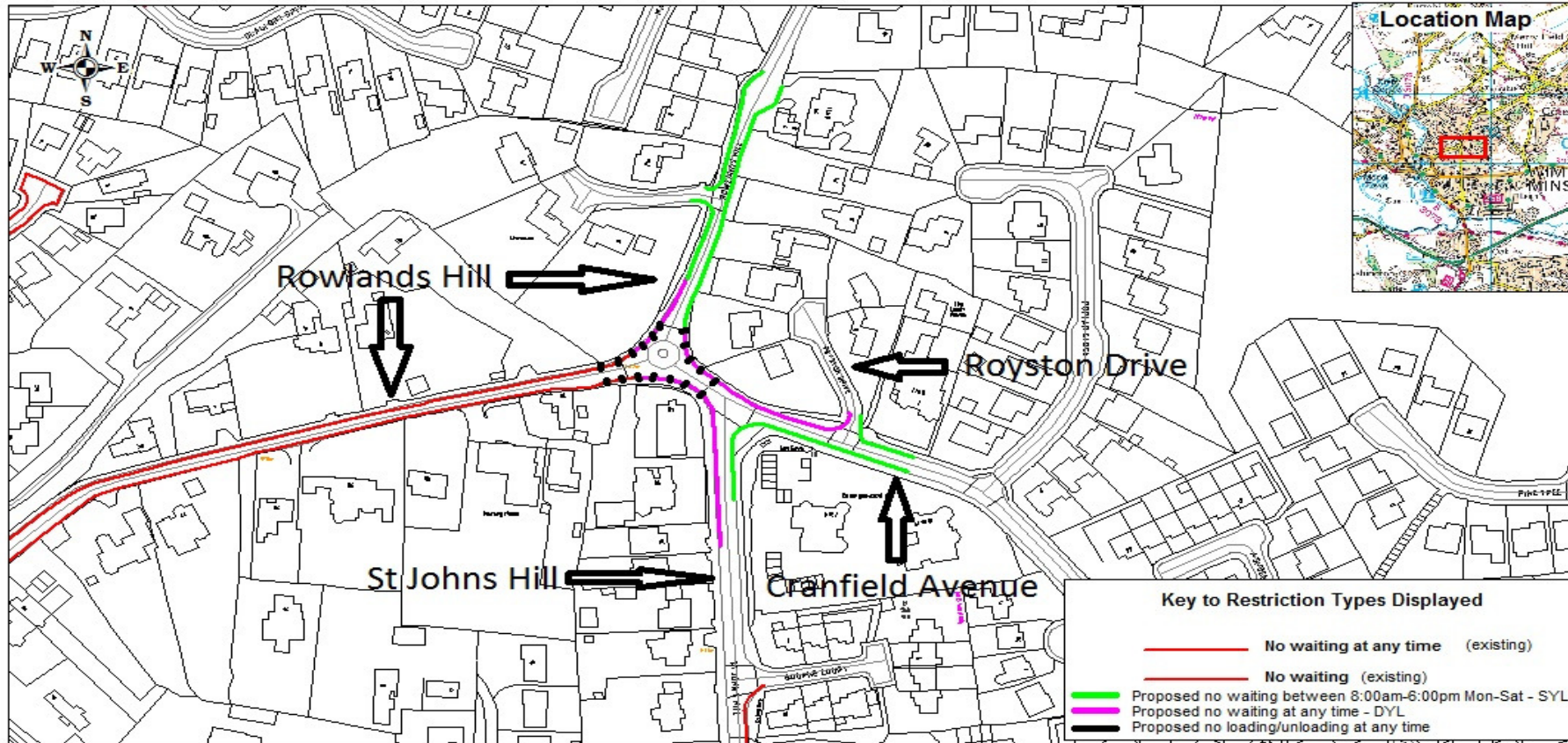
5 Comments on the Objections

- 5.1 The proposals are as a result of a request received from the Wimborne Minster Town Council and this original request was also supported by Cllr Cook the then local member. The pictures in appendix 2 show what the parking can be like, with cars parking on the bend at the junction of St Johns Hill and Cranfield Avenue.
- 5.2 Such parking is not in accordance with the Highway Code which states, “DO NOT stop or park opposite or within 10 metres [32 feet] of a junction, except in an authorised parking space”. The proposal for Cranfield Avenue can be seen in Appendix 1 and is as follows: “No Waiting At Any Time, on the northern side, from its junction with St John’s Hill in an easterly direction for a distance of 44 metres. No Waiting between the hours of 8.00am and 6.00pm Monday to Saturday on the southern side, from its junction with St Johns Hill in a south-easterly direction for a distance of 57 metres. On the northern side, from its junction with Royston Drive eastward for a distance of 13 metres, No Loading or unloading at any time, on the northern side, from its junction with St John’s Hill in a south easterly direction for a distance of 10 metres”. These proposed restrictions are intended to stop the inconsiderate parking at the junctions and on the roundabout at peak times. The limited parking restrictions are intended to stop people leaving their cars at these locations all day, 6 days a week and at the same time allow residents to park on the road in the evenings and overnight 7 days a week and all day on a Sunday.
- 5.3 Both objectors have raised the issue of no record of accidents and near misses. The data we have is supplied by Dorset Police and the definition of the data supplied is as follows; “All road accidents involving human death or personal injury occurring on the Highway and notified to the police within 30 days of occurrence, and in which one or more vehicles are involved, are to be reported.” We keep data covering reported accidents as described for the previous 5 years. While we do not have any reported accidents we do not have any data in relation to accidents with no injuries or near misses, neither of which have to be reported to Dorset Police. This does not mean that no injury accidents or near misses have occurred.
- 5.4 The object of the proposal is to stop inconsiderate parking, to keep the junction of St Johns Hill with Cranfield and at the roundabout clear of parked cars. This will allow drivers to see oncoming traffic, improve visibility and keep this bus route free from unnecessary obstructions.
- 5.5 In order that cars are not parked at the request Bus Stops in St Johns Hill the proposal extends the restrictions to include these. As Rowlands Hill narrows north of the roundabout the proposals includes a prohibition of parking northward so that drivers do not just park a little further northward.

6 Conclusion

- 6.1 It is accepted that these proposals will not suit everyone. However, having considered the objections, Officers consider that the benefits of the scheme outweigh the objections so that it is proposed that the Regulatory Committee recommend that Cabinet approve the proposals as advertised.

Andrew Martin
Service Director Highways
15 May 2017



 <p>Dorset County Council</p>	<p>© Crown copyright. All rights reserved Dorset County Council Licence No. LA076570 2003</p> <p>Selected map area</p>	SCALE	1 : 1970
		DATE	21/09/2016
		DRAWING No.	
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APPENDIX 2 View looking northward from the junction of St Johns Hill with Cranfield Avenue towards the roundabout



APPENDIX 2 another view looking northward from the junction of St Johns Hill with Cranfield Avenue towards the roundabout



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APPENDIX 2 View looking southward from the roundabout along St Johns Hill and the junction with Cranfield Avenue



APPENDIX 2 View looking southward along St Johns Hill from the junction with Cranfield Avenue

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Proposed Toucan Crossing - East Road, Bridport

38 *(Councillor Mary Penfold confirmed that as she had previously been involved in discussion about the proposed crossing facilities in Bridport and had previously made a representation in connection with it as a West Dorset District Councillor, but had not been involved in coming to any decision about it. Given this, she played no part in the discussion of this item and left the Committee Room for the duration of consideration of the item)*

The Committee considered a report by the Service Director – Highways and Emergency Planning on a proposal for the implementation of a Toucan Crossing facility on East Road, Bridport as a key link in developing a Bridport Wide cycle network. Following the advertisement of the proposals, objections had been received on the basis that the crossing was being sited too close to the East Road/A35(T) roundabout and consequently this would cause tailbacks and congestion, with its associated pollution issues and the concern that such congestion would potentially block private road access to garages. Consequently, the Committee was now being asked to consider the objections received and whether the proposal should be recommended to Cabinet for implementation, as advertised.

The Committee were informed that the Toucan crossing was part of a wider improvement scheme around the East Road/A35(T) roundabout to improve safety for non-motorised users. With the aid of a visual presentation, officers described the need for the crossing; in that it was designed to improve road safety and access for vulnerable road users crossing East Road. It was considered to be an integral part of a route which would link West Bay to the south and Bradpole to the north, with the longer term aspiration of providing a trailway link northwards.

The route was designed to provide a safe, off-road route linking the beaches and facilities in West Bay to local businesses, shops, supermarkets, schools and residential areas. As well as providing a sustainable footway/cycleway route for residents, it would also enable visitors and holiday makers the option to walk or cycle rather than having to use their vehicles, thereby helping to reduce congestion.

Photographs and plans were shown to the Committee by way of illustration showing where the crossing was proposed to be situated, its relationship with the roundabout, the bridge over the River Asker residential properties - particularly No. 6 East Street, outside which it was proposed to be located - and other amenities in the area.

The project was being promoted by Highway England, who were funding the proposals, with the support of Bridport Town Council and Sustrans, with the County Council designing the scheme. The local County Council members for Bridport - Ros Kayes and Keith Day - were both wholly supportive of the proposals, considering them to be integral to improving road safety and the needs of vulnerable road users. Councillor Day moved that the proposal be recommended to Cabinet on that basis.

In response to the objections received, officers considered that there was the potential for some minimal flexibility in where the crossing could be sited, but that, principally, in order for it to successfully deliver what it was designed to do, the only option was to site it in the vicinity as proposed. From calculations made, officers were confident that the issues raised about congestion would not be realised as it was not considered that tail backs would be unduly exacerbated.

Recommendations from Regulatory Committee - 1 June 2017

Officers were confident that there was sufficient capacity within the design and location of the Toucan crossing to be able to allow traffic to move as freely as practicable and still deliver the needs for vulnerable road users.

Members were provided with the opportunity to ask questions of the officer's presentation and took this opportunity to have their understanding of what the proposals entailed clarified. This included clarification of the assessments made about how the crossing was to operate and the effect this could have on potential tailbacks on to the roundabout, where and how equipment associated with the crossing could be located, the flexibility in the siting of the crossing and the impact on local residential properties.

Having considered the objections received, the Committee understood that the East Road Toucan crossing was an integral part of a wider scheme to improve road safety around the busy Trunk Road roundabout and was designed to be able to successfully deliver this. On this basis, and on being put to the vote, the Committee agreed that the proposals should be recommended to Cabinet for implementation, as advertised.

Recommended

That Cabinet be asked to approve the provision of a Toucan Crossing, for East Road Bridport, as advertised.

Reason for Recommendation

The proposals should allow the provision of controlled Toucan crossing facilities on East Road without adversely affecting traffic flows in the vicinity of the roundabout.

Regulatory Committee

Dorset County Council



Date of Meeting	1 June 2017
Officer	Andrew Martin, Service Director, Highways and Emergency Planning
Subject of Report	Proposed Toucan Crossing, East Road, Bridport
Executive Summary	<p>In 2008 a study was undertaken to identify a Bridport wide cycle network. Much work has been carried out over the intervening years to deliver the routes and the proposed Toucan crossing on East Road is a key link in developing the network.</p> <p>The Toucan crossing is part of a wider improvements scheme around the East Road/A35(T) roundabout to improve safety for non-motorised users. The project is being promoted by Highway England, who are funding the proposals, with the support of Bridport Town Council and Sustrans. Dorset County Council has designed the scheme and will act as contractors under licence for Highway England. Subject to approvals the works are programmed to start in September 2017.</p> <p>Following advertisement of a Public Notice in January 2017 of the intention to install a Toucan crossing a number of objections and representations have been received. This report considers the objections and representations and whether the proposed Toucan crossing should be implemented as advertised.</p>
Impact Assessment:	<p>Equalities Impact Assessment:</p> <p>An Equalities Impact Assessment for overall scheme was carried out in February 2017. This concluded that there will be no discriminatory or negative consequences for any sector of the community on the grounds of gender, race or ethnicity, religion or belief, sex, sexual orientation or other socially excluded groups.</p> <p>The proposals seek to introduce two new Toucan crossings and linked footway/cycleways which will positively benefit the sectors of age, disability and pregnancy and maternity.</p>

	<p>Use of Evidence:</p> <p>Non-Motorised User assessment, traffic surveys including video monitoring, public consultation and support of Local Member, Town and District Council and the Police.</p>
	<p>Budget:</p> <p>£522,000.00 funding from Highways England</p>
	<p>Risk Assessment:</p> <p>Having considered the risks associated with this decision using the County Council's approved risk management methodology, the level of risk has been identified as:</p> <p>Current Risk: LOW Residual Risk: LOW</p>
	<p>Other implications:</p> <p>None</p>
Recommendation	That having considered the objections received, Cabinet be recommended to approve the provision of a Toucan Crossing as advertised.
Reason for Recommendation	The proposals should allow the provision of controlled Toucan crossing facilities on East Road without adversely affecting traffic flows in the vicinity of the roundabout.
Appendices	<p>Appendix 1 - Scheme Location Plan</p> <p>Appendix 2 - Sea Road South, East Road and Sea Road North Routes</p> <p>Appendix 3 - Consultation Plan</p>
Background Papers	<ol style="list-style-type: none"> 1. The responses to the advertisement of the Public Notice as outlined in section 4 of this report are available to view in the Members Room. 2. Primary consultation responses from the District and Town Councils, Dorset Police and the local County Councillor are held on file in the Environment and the Economy Directorate.
Officer Contact	<p>Name: Andrew Bradley Tel: 01305 224837 Email: a.l.bradley@dorsetcc.gov.uk</p>

1. Background

- 1.1 In 2008 a study was undertaken to identify new cycleway links in Bridport that could augment the existing sections of cycleway to create a more coherent cycle network in the town. Nine routes were identified and since the report several sections have been completed.
- 1.2 The proposed Toucan crossing forms part of an improvements scheme around the East Road/A35(T) roundabout. It is an integral part of a route which would link West Bay approximately 2.5km to the south and Bradpole 1.8km to the north, the longer term aspiration is to provide a trailway link northwards to the mainline railway station at Maiden Newton.
- 1.3 The route would provide a safe off-road route linking the beaches and facilities in West Bay to local businesses, shops, supermarkets, schools and residential areas. As well as providing a sustainable footway/cycleway route for residents it would also enable visitors and holiday makers the option to walk or cycle rather than use the car thus helping to reduce congestion.
- 1.4 The development of the route is a partnership project between Dorset County Council, Bridport Town Council, Highways England and the sustainable transport organisation Sustrans.

2. Information

- 2.1 The proposed Toucan crossing is situated on the B3162 East Road approximately 50m to the west of the East Road / A35 Trunk Road roundabout and as such is a busy main route into the town (See Appendix 1). At peak times the route carries around 9500 vehicles per day (combined east/west).
- 2.2 Highways England (HE), as responsible highway authority for the A35(T), have investigated safety issues associated with the roundabout where 5 casualties involving Non-Motorised Users (NMU's) were identified between January 2009 and December 2013. Discussions were held with DCC during 2016 and the HE commissioned further studies in order to identify potential improvements to the roundabout and its environs.
- 2.3 Several options were considered and the preferred option now being promoted includes (see Appendix 2):
 - (a) Upgrading the existing Pelican crossing on the A35(T) Sea Road South to a Toucan Crossing to enable shared use by pedestrians and cyclists.
 - (b) Providing a new Toucan crossing on DCC's local network on East Road, the subject of this report (See Appendix 3).
 - (c) Widening of the footway to shared use between these two Toucan crossings and the existing cycleway on Sea Road South.
 - (d) Widening the footway to the north of the proposed East Road Toucan crossing to shared use. This would link in to a proposed widened footway/cycleway on Sea Road North as far as the Co-Op supermarket where crossing facilities are proposed as part of a further package of works.
 - (e) Widening splitter island on the north arm to make crossing the road on foot much easier.

- (f) A new modern system of lighting on the roundabout reducing the need for ongoing maintenance.
 - (g) Generally improving and rationalising the footways around the junction.
 - (h) Removal of the overgrown shrubs on the roundabout to improve visibility.
- 2.4 The budget for the scheme is £522,000.00 which the HE will fully fund with DCC delivering the scheme under agreements. Subject to approvals the works are programmed to start in September 2017.
- 2.5 Other sections of this route that link into the proposal are being developed concurrently;
- (a) The widening of the footway on the west side of Sea Road North (See Appendix 2) to the Co-Op store where it is proposed that a new Toucan crossing will replace a pedestrian refuge. This link provides a safe route to Bridport Primary school and an onward link to the existing footway/cycleway through the open space at Happy Island to Bradpole. This proposal is being funded with £235,000.00 funds from the Local Transport Plan. This proposed Toucan crossing is programmed to go to public Advert in May/June 2017.
 - (b) A new shared use facility from the Crown Roundabout at the southern end of Sea Road South along the B3157 Burton Road to link in with the existing bridleway to West Bay which will also be improved. This proposal was subject to a successful Coastal Communities bid and secured £270,624.38 in funding. The proposal is at detailed design stage.
 - (c) A new shared footway/cycleway through Riverside Gardens (See Appendix 2) is being developed in partnership with Bridport Town Council. It is situated to the north of East Road Bridge and would link the proposed Toucan crossing to the upgraded route along Sea Road North.
 - (d) There is an existing cycle-route from East Road Bridge following the River Asker to Morrisons superstore approximately 800m to the south. As a part of the development of this route a new bridge was constructed over the river which links in to the town centre and residential areas.

3. Law

- 3.1 Under Section 23 of the Road Traffic Regulation Act 1984 it allows the provision of pedestrian crossings subject to first carrying out the prescribed consultation and publicity. The Toucan crossing proposal was advertised between 5 and 27 January 2017 as part of the public consultation process. Copies of the Public Notice were placed on lighting columns at the proposed site and also hand delivered, together with a scheme plan, to approximately 20 residential properties and businesses in the immediate vicinity.

4. Consultation Responses

- 4.1 Under Dorset County Council's procedure, primary consultation was carried out on the proposed scheme and it is supported by the Local Member, by West Dorset District Council, by Bridport Town Council and by the Police.
- 4.2 As a consequence of the public consultation representations were received from 4 of the properties bordering the proposed crossing; 1 in broad support, with a query relating to the form of the crossing, and 3 objections.

- 4.3 The resident in support thought that the crossing was required and would help children, young families and the elderly cross the road and to gain access to Bridport Primary School. The query they had related to the visual impact of a Toucan crossing on the Listed Regency houses and wondered if a Zebra crossing would not be less visually intrusive, less expensive and more effective. The reasoning for the Toucan was set out in an email and the resident responded that they were happy with the explanation and looked forward to the crossing being built. A copy of the email is available on project files.
- 4.4 The principle of proposal for a crossing was supported by all the residents but the main reasons for raising concerns in writing was the view that the position of the crossing is too close to the roundabout; thus causing tailbacks, associated pollution, and potentially blocking their private road access to their garages. The suggestion was made to move the crossing closer to the bridge which it was felt would prevent the perceived backing-up issue. During discussions and a site meeting with one resident the visual impact on the Listed Regency properties and the Bridport Conservation Area was also raised. Officers acknowledge that the introduction of modern street furniture (signal poles and heads) would not enhance the Conservation Area. However it is felt that the benefit of providing a safe crossing facility outweighs any negative visual impact.
- 4.5 Following discussion with the lead resident a number of possible concessions were investigated, these are:
- (a) Move the crossing marginally towards the bridge by around 1m. This is subject to establishing the position and extent of buried services which have the potential to dictate the final position. This can only be established on-site at the start of construction should the scheme go ahead.
 - (b) Move the control box from the footway in front of numbers 4 and 6 to the north side of the road. Again this is in part reliant on the buried services but also the necessity to provide a safe area for maintenance of the equipment.
 - (c) Introduce a "KEEP CLEAR" marking to protect their private access road; this is not technically possible as it would conflict with the zig-zag markings on the run in to the crossing. These markings make parking or loading in the area illegal and are enforceable. However the combination of the crossing with associated signals, and the presence of the zig-zag markings, should help with exiting from the layby as drivers will be inclined to slow within the area of the crossing.
- 4.6 The residents have agreed that the compromise is the best that can be achieved and as such have withdrawn their opposition. However it should be noted that officers cannot guarantee the concessions due to the potential constraints.
- 4.7 One further objection was also received from The Bridport and District Tourism Association (BDTA) which states it represents around 60 local tourism businesses including holiday parks, hotels, B&B's, pubs and taxi companies.
- 4.8 The objection reads, in italics below, with officer comments after each bullet point objection:

The Association objects to the installation of a toucan crossing in East Road, Bridport for the following reasons:

- *East Road is already very congested at weekends and during school holidays.*

- (a) Comment: East Road can be congested due to the sheer volume of traffic on the Trunk Road, it is not unusual at busy summer periods to have westbound queues trailing back from the roundabout for more than 1km. This traffic extends along Sea Road South to the Crown Roundabout. The same can be said for East Road and East Street which can be bumper to bumper through the town all the way to the Town Hall. During these times the Toucan crossing would only be a short physical gap in stationary traffic and would not extend journey times or cause additional congestion.
- *Installing a crossing at this point will cause tailbacks onto the roundabout.*

(b) Comment: This was the common perception in the representations received and the theory was tested to assess the effects. To get a more accurate picture at busy times video monitoring was undertaken around the busy May Bank Holiday this year. It showed that the highest number of recorded westbound vehicles was on 28 April in the morning peak (08:30 to 09:30) at 508 vehicles (approximately 1 vehicle every seven seconds entering East Road). The time the lights are on red, including the amber phase and allowing for clearing of traffic is 23 seconds. This has been mathematically tested and, even with a 50% additional safety loading, it equates to a maximum traffic queue of 36m. The distance from the stop line for the crossing and the exit from the roundabout is 41m. This indicates that there will be no backing up of traffic through the roundabout during these periods. As commented point 4.8 a) above, at extremely busy summer periods when the network can be overwhelmed the crossing would only be a short physical gap, about a cars length, in the queuing traffic whilst causing no negative impact.

 - *The roundabout already blocks up when the pedestrian crossing in Sea Road South is in use.*

(c) Comment: currently this can be the case for traffic entering Sea Road South. However as part of the scheme the crossing on Sea Road South is also being upgraded to a Toucan Crossing. The detection equipment will be more reliable and accurate in detecting, thus reducing delays to traffic. The same system is also proposed for the crossing on East Road. As set out in the comment on point 2 the crossing on East Road will not cause traffic to back up onto the roundabout.

 - *The toucan crossing will make a bad situation worse.*

(d) Comment: The congestion is caused by the sheer volumes of traffic on the Trunk Road and not as a result of the crossing on Sea Road South. Our research has shown that there will be no negative impact on journey times and no traffic tailing back through the junction.

 - *The need for a toucan crossing in this location is highly questionable.*

(e) Comment: a Non-Motorised User audit was undertaken by DCC in January 2017. It identified the following existing pedestrian or cycle trip generators:

 - Sir John Colfox Academy
 - Bridport County Primary School

- Town centre shops and businesses
- Shops and businesses along St. Andrews Road and Sea Road North.
- Co-op, Lidl and Travis Perkins stores
- Existing cycle routes at Bradpole and Askers Meadow.

The audit also identified the existing level of traffic flow and the existing usage by pedestrians and other NMU's.

A count of cyclists was undertaken at the site of the proposed toucan crossing in East Road between 07:00 and 19:00 on Friday 15 January 2016. A total of 12 cyclists were observed crossing at this location. At the roundabout, a total of 42 cyclists were observed on road whilst 40 cyclists were observed using the footways. However, it should be noted that these counts were undertaken on cold wet days in January which may account for the figures being quite low.

The reasons stated by cyclists for cycling this route in a January 2016 traffic survey (as a percentage) were as follows: 35% commuting; 20% recreational; 15% business; 15% school and 15% shopping.

This study was submitted to Highways England as part of the evidence to support the successful funding bid.

- *What usage statistics justify the expense and the negative impact on town and A35 traffic circulation?*

(f) Comment: please see responses to b) and e) above.

4.9 An email outlining the wider project, including the potential benefits to tourism and sustainable transport was sent to the association but they have asked that their objection stands with particular reference to the queueing back of traffic.

5. Conclusion

5.1 The Toucan crossing is an integral part of a wider scheme to improve safety around the busy Trunk Road roundabout for non-motorised users. The proposals are being promoted and funded by Highways England in partnership with the County Council, Bridport Town Council and Sustrans.

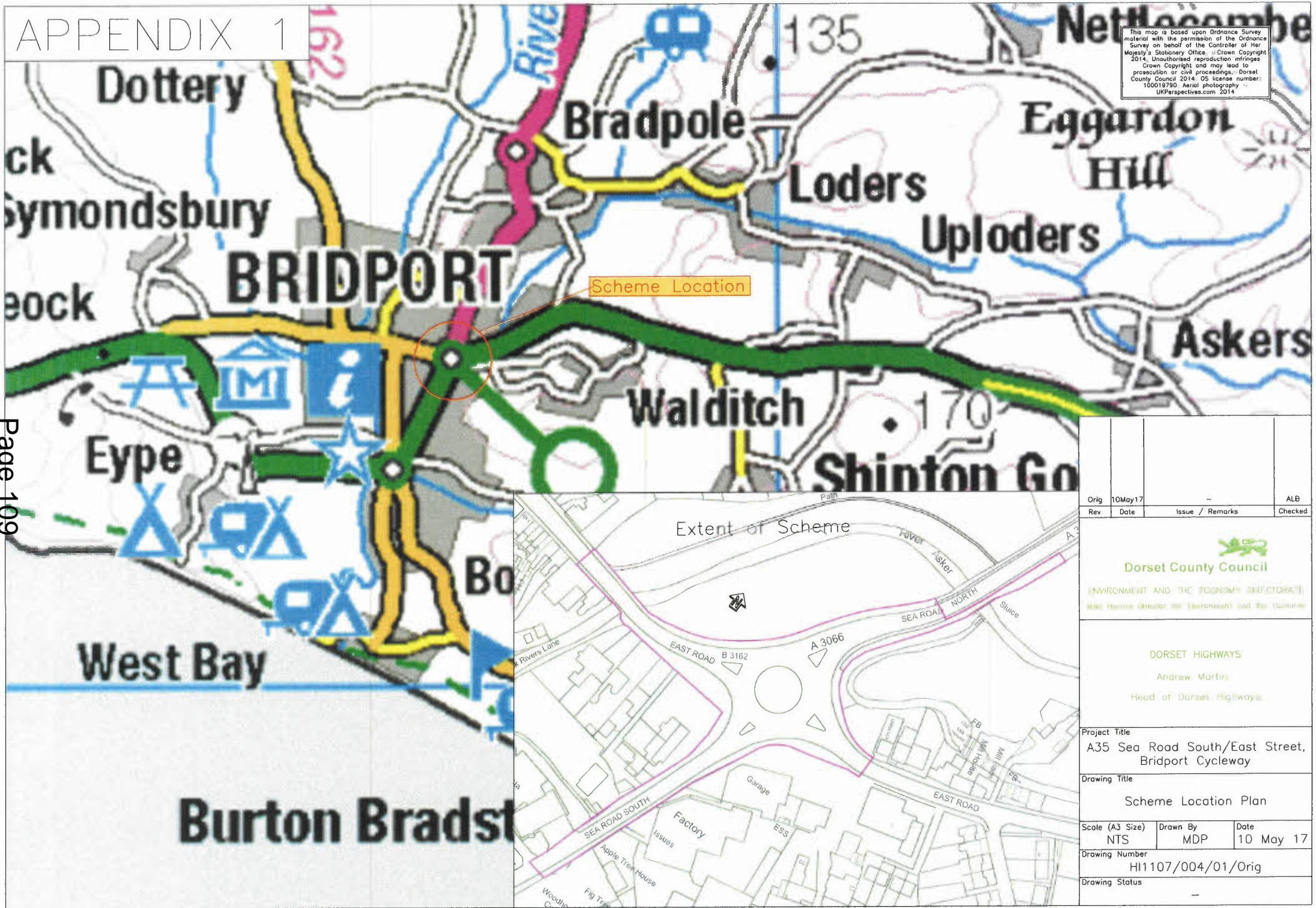
5.2 Having considered the representations submitted some concerns may be addressed subject to further investigations on site. The main concern was that of the potential queueing of traffic back through the roundabout when the crossing was in use. Having assessed the impact using data collected on the Friday before the May Bank Holiday officers are confident that no such queueing will occur.

5.3 It is recommended that the Committee recommend to Cabinet that the Toucan crossing be implemented as advertised.

Andrew Martin
Service Director
Highways and Emergency Planning
May 2017

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APPENDIX 1



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Orig	10May17	-	ALB
Rev	Date	Issue / Remarks	Checked

Dorset County Council
 ENVIRONMENT AND THE ECONOMY DIRECTORATE
 Mike Harris (Director for Environment and the Economy)

DORSET HIGHWAYS
 Andrew Morris
 Head of Dorset Highways

Project Title
 A35 Sea Road South/East Street, Bridport Cycleway

Drawing Title
 Scheme Location Plan

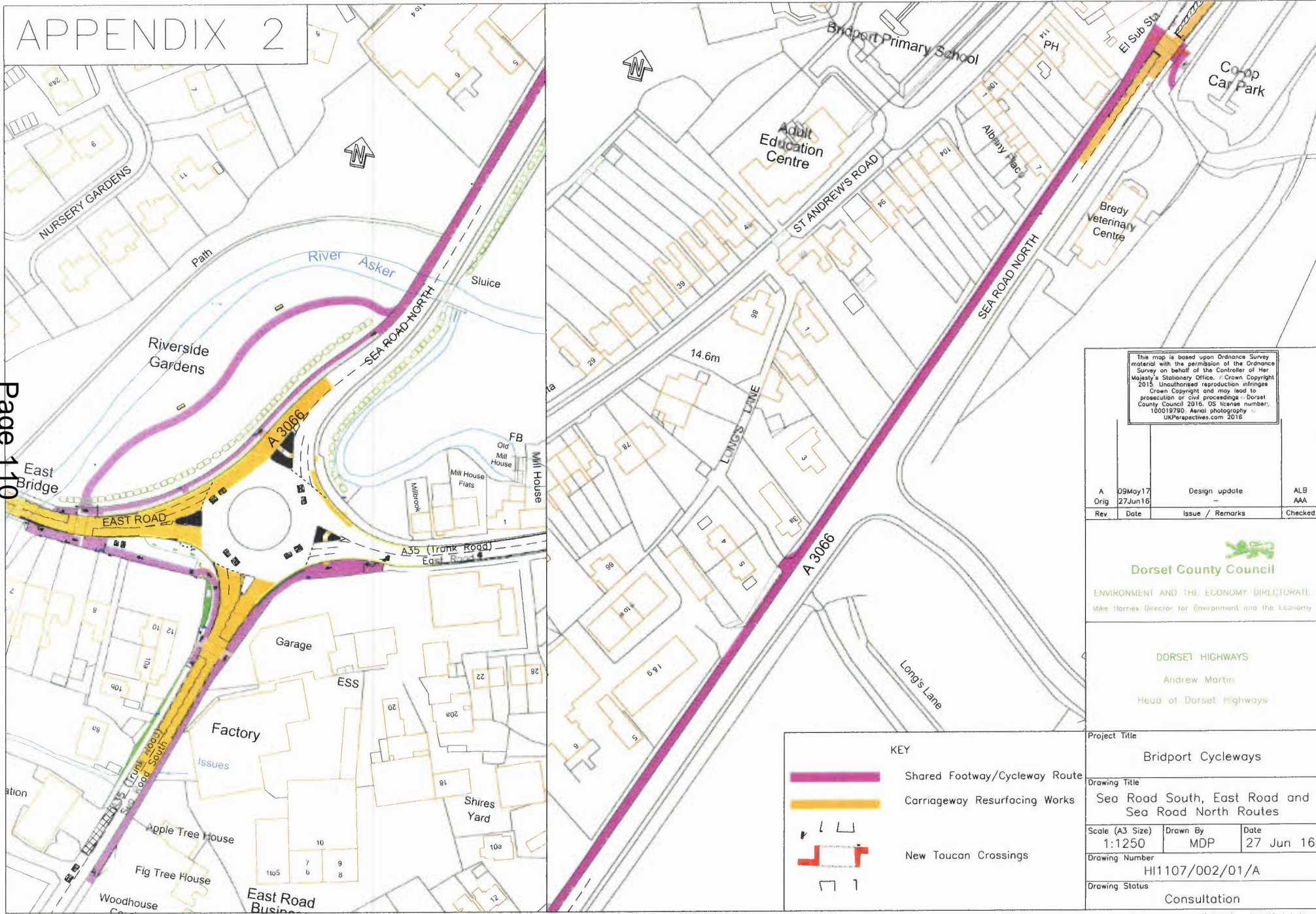
Scale (A3 Size)	Drawn By	Date
NTS	MDP	10 May 17

Drawing Number
 H11107/004/01/Orig

Drawing Status
 -

APPENDIX 2

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A	09May17	Design update	ALB
Orig	27Jun16		AAA
Rev	Date	Issue / Remarks	Checked


Dorset County Council
 ENVIRONMENT AND THE ECONOMY DIRECTORATE
 Mike Harries Director for Environment and the Economy

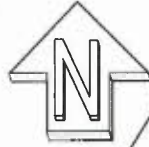
DORSET HIGHWAYS
 Andrew Martin
 Head of Dorset Highways

Project Title		
Bridport Cycleways		
Drawing Title		
Sea Road South, East Road and Sea Road North Routes		
Scale (A3 Size)	Drawn By	Date
1:1250	MDP	27 Jun 16
Drawing Number		
HI1107/002/01/A		
Drawing Status		
Consultation		

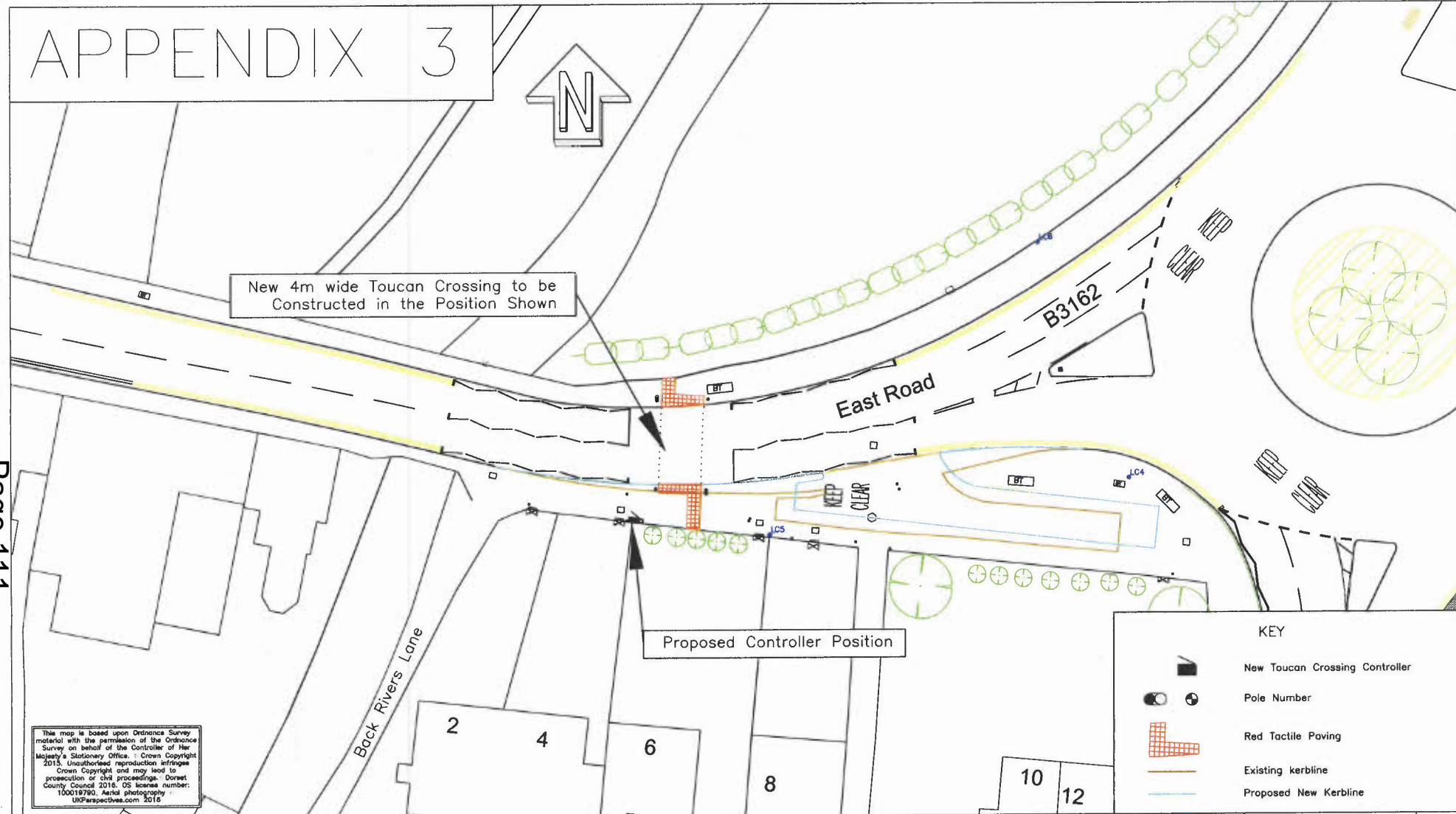
KEY

-  Shared Footway/Cycleway Route
-  Carriageway Resurfacing Works
-  New Toucan Crossings

APPENDIX 3



New 4m wide Toucan Crossing to be Constructed in the Position Shown



Proposed Controller Position

KEY

- New Toucan Crossing Controller
- Pole Number
- Red Tactile Paving
- Existing kerblines
- Proposed New Kerblines

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<p>Dorset County Council ENVIRONMENT AND THE ECONOMY DIRECTORATE Mike Horries Director for Environment and the Economy</p>	<p>Project Title Bridport Cycleways B3162 East Road Toucan Crossing</p>				<p>Drawing Number HI1107/307/01/A</p>	<p>Rev A Date 03May17 Orig 07Dec16</p>	<p>Kerblines added -</p>	<p>Checked ALB AJB</p>
	<p>Drawing Title Consultation Plan</p>		<p>Drawing Status -</p>					
<p>DORSET HIGHWAYS Andrew Martin Head of Dorset Highways</p>	<p>Scale (A4 Size) 1:500</p>	<p>Drawn MDP</p>	<p>Date 07Dec16</p>	<p>Drawing Status -</p>		<p>Issue / Remarks</p>	<p>Checked</p>	
	<p>T:\Projects\Active Projects\HI (Highway Improvements)\HI1107\Draw\HI1107-307 Appendix 3.dwg</p>							

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